

■ All the
**POSTCARD
FROM JAPAN**
49th Shizuoka Hobby Show 2010

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Model MILITARY INTERNATIONAL

Issue 52 - August 2010
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THE REPUBLICAN GUARD

Tamiya's classic 1:35
T-55 in Iraqi colours

BIG BRITISH BRENNY

Spearhead Miniatures' 1:9 British
Paratrooper Bren Gunner

NORTHERN EXPOSURE

Tamiya's brand new 1:35 BT-7 Model 1935

INSIDE: FLAKPANZER 38(T) ■ STURMGESCHUTZ IV ■ LEGENDS TUSK II
CONVERSION ■ DUST WALKER AND FIGURES ■ AND MORE...

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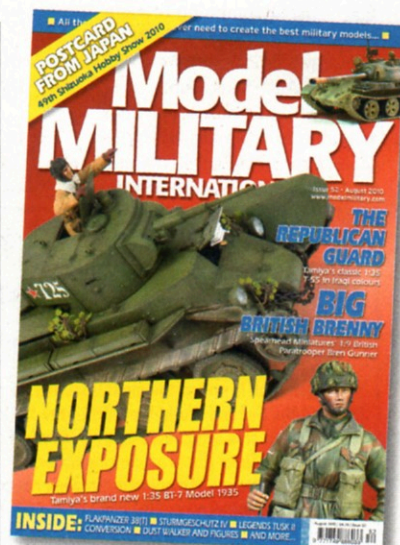
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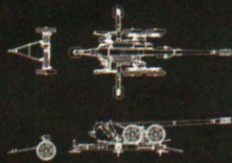
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1/35 WWII German Rheinmetall 12.8cm K44 L/55 high velocity anti-tank gun

great wall hobby

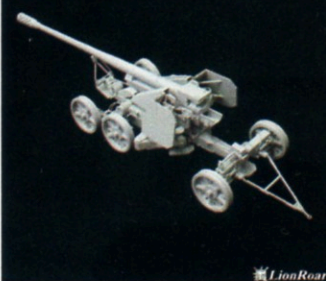
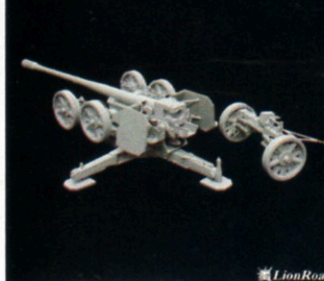
ITEM No: L3523-T



NEW!!

L3523 Rheinmetall 12.8cm K44 L/55 cannon

L3523 Rheinmetall 12.8cm K44 L/55 cannon



GREAT WALL HOBBY 12.8cm PAK 44 ON THE WAY

Great Wall Hobby has announced the forthcoming release of a 1/35 scale WWII Rheinmetall 12.8cm K44 L/55 High Velocity Anti-Tank Gun.

This weapon has never been available as a plastic kit in 1:35 scale. Great Wall's Pak 44 may be built in towing or firing position.

This kit should be available now. We hope to have a full review when the kit is released.

Thanks to Great Wall Hobby via Guido Hopp for the images and information.

Great Wall Hobby products are available in the UK from The Airbrush Company Limited www.airbrushes.com

Cove Models Ltd supports The Tank Museum's Tiger I31 Appeal

The Tiger Tank is one of the most instantly recognisable tanks of the Second World War. Yet of the 1,354 built only six examples are known to have survived and only one of these, Tiger I31, is in working order.

A Heritage Lottery Fund sponsored conservation project was completed in 2004, returning the Tiger to running order for the first time in 60 years. Since then it has been demonstrated to over 30,000 members of the public. However, experience of operating the vehicle has uncovered aspects of conservation that were not previously apparent or that were not addressed during the previous restoration. These now threaten the long-term survival of this fascinating piece of living history. During 2010 The Tank Museum started an appeal for funds to complete the further restoration work that is needed to keep the tank running. To date this has raised only about £8,500 of the £40,000 target. Cove Models have decided to help this funding effort by making the following commitment:

- Cove Models Ltd will donate five percent of the value of all sales made from 1 June 2010 to 31 December 2010 to the Tiger I31 Restoration Fund.
- Whatever that amount is, Julie and John Wreford (the directors of Cove Models Ltd) will make a personal, matching donation.

MINIART 1:35 VALENTINE COMES NEARER

A few months ago, MiniArt announced the forthcoming release of a Valentine Mk.IV in Red Army markings with a Soviet crew of five. This will be kit number 35092. The kit will be made up from 584 parts featuring individual track links, photo-etched parts and at least partial interior detail including gun breech, turret radio, drivers position and transmission. We have now received photos of an actual test shot and photo-etched parts that will be included in the kit.

Stay tuned for more details, or check out MiniArt's website www.miniart-models.com

MiniArt is available from Creative Models Limited www.creativemodels.net



NEW ITALERI ACHILLES AND PANZERWERFER 42 AUSF. MAULTIER OUT NOW

Italeri has announced two new military kits that should be available by the time you are reading this magazine.

The first is a 1:35 scale Achilles tank destroyer. This was an M10 tank destroyer fitted with the fearsome British 17 Pdr anti-tank gun. The Achilles had its baptism of fire during the Battle of Normandy, and from the following autumn it was sent to Italy and assigned to anti tank regiments. In addition to Great Britain, the Achilles was employed by Polish, New Zealand and South African forces.

A 1:35 scale Achilles will be welcomed by modellers of British and Commonwealth subjects. For Axis armour fans, Italeri has a limited edition release of a Panzerwerfer 42 Ausf. Maultier. The use of multiple rocket launchers by the German Armed Forces during World War II was quite extensive due to low cost and high efficiency of these arms systems. This mobile version of a 150 mm rocket-launcher type 42 was mounted on a half-track Sd.Kfz. 4 Maultier, which enabled high mobility in off-road conditions. The vehicle was equipped with armour to protect its crew.



RESICAST NEW RELEASES

Resicast has been busy with new releases again this month. The Belgian manufacturer has the following on offer:



35.2298 Humber stowage
Contains resin wheels, stowage and clear "windscreen"
for one vehicle
Retail price: 17.50 Euros



35.2328 N°II wireless set
Contains 5 radio sets in three different configurations
Retail price: 17.50 Euros

NEW LIFECOLOR RELEASES

The Airbrush Company has announced three new releases from Lifecolor:

- **LC-MX Master Mixer Set (SRP £8.99 inc VAT)**
For mixing and storing your own shades of LifeColor (or other brands)
Includes: 1 Master dropper, 6 empty pots, 6 blank labels, 3 pipettes, 6 special test cards.
- **LC-CS22 Axis Tank Interiors (set of 6 x 22ml) (SRP £15.59 inc VAT)**
In collaboration with the renowned Mig Jimenez, who provided advice on shades and the box cover image.
- **LC-XS07 Modern Italian Air Forces (set of 6 x 22ml) (SRP £15.59 inc VAT)**
Federal Standard colours in satin.

For more information, visit The Airbrush Company's website www.airbrushes.com





Multimedia parts include scale-thickness schurzen in photo-etched metal, wire and a PE fret.



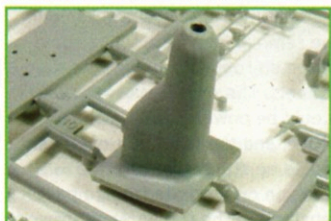
STRETCHED STUG

Chris Leeman takes a look at Dragon's new 1:35 scale Sturmgeschütz IV, and discovers that there is nothing left over from their previous stretched StuG.

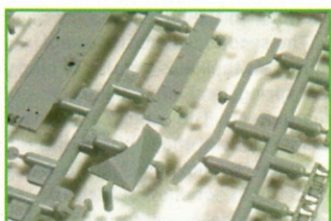
Initial trials for mounting a StuG III superstructure to a Panzer IV chassis started back in early 1943. In December 1943, Hitler ordered production to start for this version to make up for loss of production of StuG IIIs after the Alkett factory was heavily damaged by Allied bombing raids. Production started at the Krupp factory and StuG IVs were made right up to the war's end with a total of 1139 units being produced.

There have been rumblings for a few years now that Dragon was planning a new StuG IV kit, but a year would come and go and nothing ever seemed to materialise. The two previous Dragon StuG IV kits certainly set the standard at the time but they are now over 15 years old and starting to show their age so a updated StuG IV was certainly needed. A new 1:35 scale StuG IV has finally arrived and I have to say it has been worth the wait.

In typical Dragon fashion, the box is full of parts. There is nothing left over from Dragon's previous StuG IV releases. Some sprues come from Dragon's newer releases like the StuG III Ausf G



The Saukopf mantlet.



The superstructure shot deflector and fittings are very well done too.

kits and the new Panzer IV kits but some sprues have been made especially for this kit. You will also end up with a nice collection of parts for the spares box. Also included are etched side skirts, a reasonable size etched fret with details like fender supports and rear air intake covers, individual magic tracks in two different shades of grey to help identify left and right side tracks and a soft metal wire tow cable. Markings are provided for seven vehicles although it has to be said that five of these wear nothing more than national crosses. Vehicles are covered from both the Eastern and Western fronts with four of the seven vehicles being from identified units. Another excellent Ron Volstad painting on the box top tops off this attractive package.

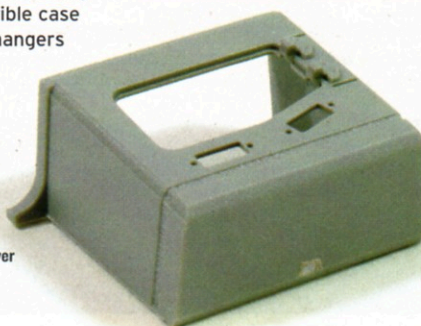
The quality of mouldings is what we have come to expect from Dragon. Slide moulds have been used throughout to help make the detail extremely sharp and clean. Items that impressed me include the wheels, which not only have the appropriate markings on the rubber but also have a very subtle cast texture like the real wheels. Another area that impressed me was the fenders. There is excellent detail on both top and bottom sides and are also commendably thin. Even the folding MG shield is very close to scale thickness with nice details and really doesn't need replacing unless you suffer a terrible case of AMS. The schurzen hangers are very well done with nicely executed rails,

hanging triangles and once again commendably thin bracing arms. With the etched skirts added, these will look very good when completed.

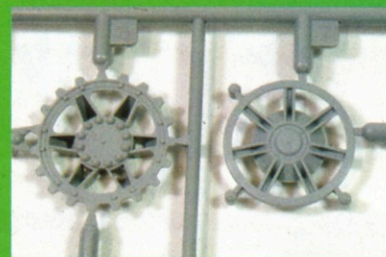
It is also pleasing to note that even though the kit states that this is an early production version, the model could also cover up to mid-production vehicles as most of the difference applicable were internal and not easily visible from the outside. It wasn't until the late and final versions that obvious differences are noticeable. The only real negative I could give this kit is the lack of zimmerit. It is basically impossible to find pictures of an early StuG IV without it. Given that Dragon has produced zimmerit versions of other vehicles, including the StuG III, I can only assume they will do the same for this kit at some point down the track. I also hope they produce both a late and final version in the future as there have been some great pictures of the late war machines come to light recently that would make excellent modelling choices.

Well done Dragon on producing an up to date kit of this important vehicle. I certainly look forward to building this in the near future. Now how about those others StuG IVs! ■

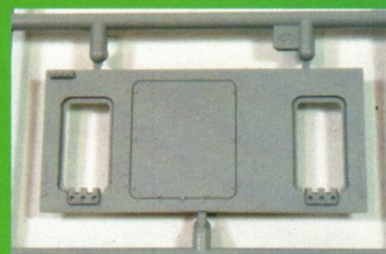
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



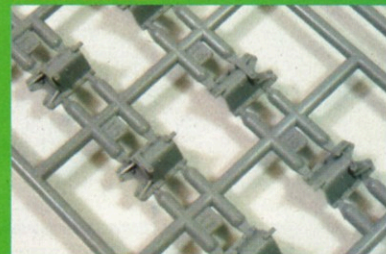
The box-like driver's cover and hatch opening.



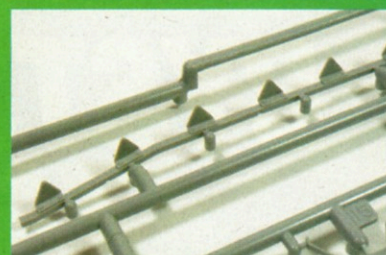
The sprockets and idler wheel are deeply detailed.



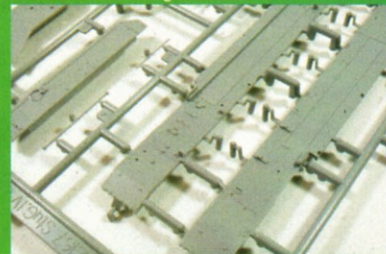
The kit features a combination of raised and recessed bolt and screw head detail.



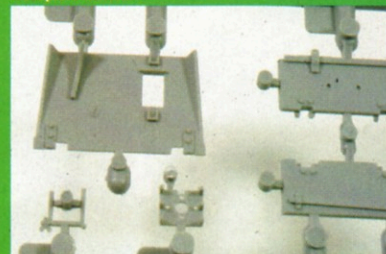
The running gear offers many parts for the spares box.



Schurzen rails are plastic, but presented in scale thickness. Easier than folding metal too!



Fenders are thin and moulded with a very credible non-slip treadplate texture.



Even the folding MG shield is very close to scale thickness.



The road wheels feature a very subtle cast texture like the real thing.



This is an early Model 1935 BT-7 command tank, equipped with a Model 71-TC radio and the prominent frame antenna. On the later 1937 model with the improved turret, the radio antenna was a simple rod instead of the fixed frame. This is a restored example kept in running condition. WW2 photos show the hatch interiors were usually in the exterior colour.

BYSTROKHODNY TANK BT-7

Bruce Culver describes the development of the BT-7 and its variants.



Russian interest in improving their tanks led them to investigate the light tank designs of J. Walter Christie, and independent American tank designer. In 1931, they purchased two M1931 Christie tanks without turrets, describing them as "agricultural tractors." Here is one of these tanks, showing the stowed tracks. Note the missing front idlers.

Though derided by many in the west as a backward nation, Soviet Russia was a leader in the development of tanks in the late 1920s and 30s. Russian forces in World War I had been defeated by German troops in many engagements, most of which involved innovative mobile and mechanized warfare by German cavalry, armored car units, mobile artillery batteries, and truck-borne infantry. This mobile fighting, so different from the years of stalemated trench warfare in the west, influenced the new Bolshevik government to modernize its forces after WWI was over.

The earliest attempts involved purchasing foreign tank designs, most notably those from British firms, who offered a number of designs for export in the 1920s and 30s. One was the well-known Vickers Model E, usually referred to as the Vickers Six Ton tank. The Russians purchased the Vickers design in 1930, and it was eventually developed into the T-26 light infantry tank, widely used throughout Europe in the 1930s and into the early years of WW2.

Russian purchasing agents also went to the United States to examine tanks and other vehicles available there. They had already signed an agreement with the Ford Motor Company to build and operate a large automotive plant in Nizhny Novgorod. In 1930, they approached the American tank designer J. Walter Christie to look at his innovative high-speed light tank. Christie's tank designs were like no others at the time. He was a proponent of light fast tanks for exploitation and scouting duties, and his tanks were built for speed. Christie also demanded relatively light armor to maintain the performance he wanted.

The most unique feature of Christie's tanks was that they were convertible: the tracks could be removed, and the tanks could drive on roads using just the road wheels. The rear pair of wheels could be powered with a chain drive, and the front pair of wheels could be steered to turn the tank on curving roads or to pass obstacles. The tracks were stowed on top of the rear mudguard sections on the hull sides.

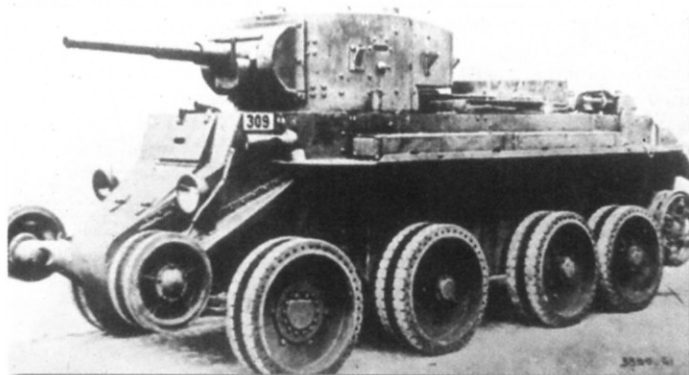
The second unique feature of Christie's tank was the use of long coil springs and large diameter road wheels. The usual leaf spring suspensions of the 1920s, with their limited movement and small wheels, did not allow sufficient vertical wheel travel for high speeds, as rough terrain would



J. Walter Christie was an American tank designer who favored the concept of lightly armored, very fast tanks for scouting and exploitation. His novel coil spring suspension provided an excellent high speed ride, but Christie's insistence on light armor limited the battle effectiveness of his designs, which were not adopted by the US Army. Here is an M1931 Christie tank; the Russians purchased two of these in 1931.



Thousands of BTs like this Model 1935 and other Russian tanks and other weapons were captured during the early campaign in Russia, 1941. The rear mudguards were reinforced to support the weight of stowed tracks, but the front mudguards were light sheet metal.



The new BT-7 appeared in 1935 and used the turret of the earlier BT-5 to speed development and production. This example shows the wheeled conversion. The tracks were stowed on top of the mudguards. The complete tank also had sheet metal front fenders to hold down dust and mud when traveling cross-country.



Many Russian command tanks carried identification markings like the segmented white turret band on this Model 1935 BT-7 command tank. Compared to the older BT-5, the BT-7 had the driver's position integrated into the glacis plate instead of a separate box extension.



Here is another view of the Model 1935 BT-7 command tank "12". This example is restored in running condition. Note the curved contour of the upper track run, caused by its flapping as the tank runs at speed. One disadvantage of the Christie suspension was it sometimes caused a rolling pitching motion in tanks traveling at high speed that made shooting on the move impossible. The German torsion bar suspension was better damped for cross-country use.

cause the stiff suspensions to bottom out. Christie came up with a brilliant solution to the problem of mounting long coil springs in a tank. He added a system of bellcranks, which allowed the springs to be placed so they would fit into the tank's available space, even longitudinally, while the bellcranks could change the direction of wheel movement so the springs didn't have to be directly above the wheels. Christie's new suspension was one of the first to promise superior

tank performance.

The Russians purchased two examples of Christie's M1931 tank in 1930, which was under test by the US Army Ordnance Department as the T3. The tanks, without turrets, were shipped to Russia labeled as "agricultural tractors." In the end, the U.S. Army did not adopt any of the Christie designs offered.

The Christie M1931 was named the BT-1 (Bystrokhodny tank - "fast tank"), and production began on the next model, the BT-

2. Improvements came quickly, and the BT-2 soon led to the BT-3 (metric measurements instead of the U.S. imperial system). The BT-4 was an experimental model featuring a partially welded hull. In 1933, the BT-5 appeared, with a welded hull and a larger turret mounting a 45mm anti-tank gun. A 7.62mm DT machine gun was mounted coaxially with the main gun.

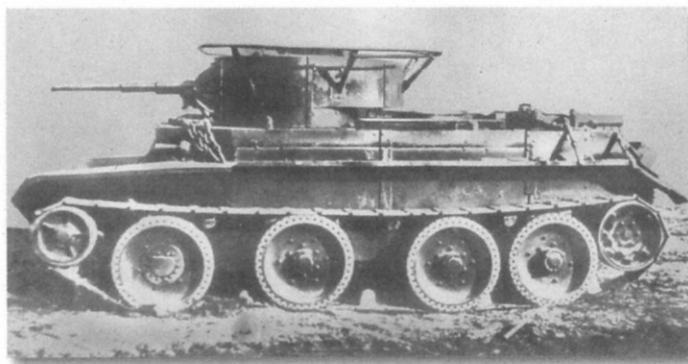
The BT-5's armor was relatively thin in keeping with Christie's design philosophy (6-13mm), but the glacis was sharply sloped,

also a Christie design feature. The engine was the M-5-400, a copy of the US Liberty aircraft engine of 400hp. On its wheels, the BT-5 was capable of an excellent top speed of 72 km/hr on good roads.

The next model of the light "fast tank", the BT-7, appeared in 1935. The hull was now all welded, and the glacis was reworked to integrate the driver's position into the rest of the glacis plate. In the BT-5, the driver's position had been in a box-like extension of the glacis. The new turret intended ►



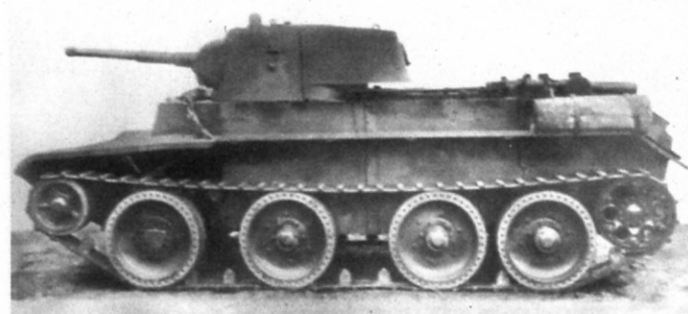
Think Tank - BYSTROKHODNY TANK BT-7



This view of a Model 1935 BT-7 command tank shows the distinctive wheel arrangement and the BT-5 turret adopted for the early BT-7s.



The Model 1937 BT-7 was a convertible "fast tank" as for the earlier BT models. By the beginning of WW2, the Russians had found the wheel/track convertible feature was not necessary, and these later BTs were normally operated only with the tracks fitted.



The BT-7 tanks were capable of up to 86 km/hr top speeds on their wheels, and the convertible feature was seen as a real advantage in transporting the vehicles around the country. This Model 1937 BT-7 was also capable of good speeds on its tracks. When used in the scouting role, even with their weak armor, the BTs were useful due to their speed.



In 1937, an improved version of the BT-7 appeared, featuring a new conical style turret.

for the BT-7 was not ready, so the 1935 model retained the turret of the BT-5. Armor thicknesses remained at 6-13mm, but by the mid-1930s, this was too light to protect against the newer anti-tank rifles and cannons that appeared throughout Europe as the BT-7 entered service.

The M-5-400 gasoline engine was replaced by the Mikulin M-17T of 500 hp, a copy of a German BMW engine, also gasoline powered. Top road speed on wheels increased to 86 km/hr. The tracks were redesigned to have a shorter pitch so they would last longer in use. This improvement in turn meant that the BT-7s were used as wheeled vehicles much less often. The BT-7 was the last production Russian tank built with a convertible wheel/track suspension.

In 1937, a new turret for the BT-7 appeared. It had sloped armor all around, giving it a conical cross-section and better armor protection. The earlier rectangular roof hatches were now oval, and German troops finding abandoned BT-7s with their hatches opened often called them "Mickey Mouse" tanks. The main gun was the 45mm Model 1935 with 146 rounds stowed inside the vehicle. The DT coaxial MG was on the right side of the main gun. Many BT-7s were equipped with a radio for basic communications with other vehicles.

There were several variants of the BT-7 tank, all based on the same chassis. The BT-7U and BT-7TU were command tanks equipped with the larger Model 71-TC radio and reduced ammunition stowage. The command tanks equipped with the Model 1935 (BT-5) turret had a fixed frame antenna around the turret roof; command tanks with the Model 1937 (late BT-7) turret used a whip antenna. The OT-7 was a flamethrower equipped version and had external fuel tanks for the flamethrower. There were also variants equipped as bridge-layers, gas detection and protection tanks, and standard BT-7s served as fascine carriers. A number of BT-5s and BT-7s were converted to radio-controlled tanks (Teletanki). An advanced armored command tank, the KBT-7, with a fixed expanded superstructure, was developed before Russia's entry into WW2, but was abandoned after the German invasion of Russia in 1941.

The BT-7 was also developed as a support tank. Small numbers of a similar development had been based on the BT-5, but major production of an infantry

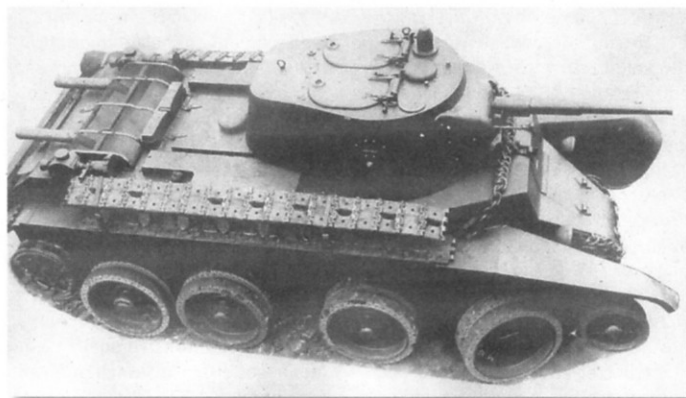
fire support vehicle was based on the BT-7. The chassis was mated to a new larger turret derived from the T-28 medium tank, and a short 76.2mm CT gun howitzer was installed. The resulting BT-7A support tank carried 50 rounds of ammunition, 40 rounds of equipment with a command radio. The larger higher turret gave the BT-7A a distinctive silhouette, and the extra weight of the turret and gun required the BT-7A to travel on its tracks all the time for sufficient flotation off paved roads. There were 154 BT-7As built from 1936 to 1938.

The final production model of the BT-7 was the BT-7M. In 1938, four prototype A-8 (BT-8) tanks were fitted with V-2 diesel engines, with the intent of lowering fuel consumption and improving performance. Tested against standard BT-7s, the diesel powered models proved to be better, and the tank was put into production as the BT-7M in late 1939, full production coming in 1940. Externally, the BT-7M was almost identical to the BT-7 except for the addition of a second DT light MG in the turret rear, and provision for a third DT in an anti-aircraft mount on the turret roof. The BT-7M was so successful that many of the gasoline powered BT-5s and BT-7s were put into reserve.

Production of the BT series lasted from 1932 to 1940. Production totals for BT tanks by model were:

- BT-2: 620
- BT-5: 2,108
- BT-7: 4,965
- BT-7M: 790
- BT-7A: 154

As mentioned, the Russians had extensive development programs for new tank designs. In 1937, as the modified BT-7 entered service, design work began under Mikhail I. Koshkin, chief designer at the Kharkov Komintern Locomotive Works (KhPZ), to develop a new fast tank to replace the BT-7/BT-7M. The resulting design, the A-20, was similar to the BT-7 as far as the chassis and engine were concerned, but the hull and turret were entirely new. All the armor on the hull was sloped, providing excellent protection considering the limited armor of only 20mm. The efficiency of all sloped armor had been demonstrated in various prototypes designed by Russian officers and engineers in the 1930s. Among these was the experimental BT-SV-2, which had steeply sloped armor surrounding the entire vehicle. The A-20 chassis was still convertible and six of the eight wheels could be driven;



This late 1937 BT-7 illustrates how the tank could be set up to travel on its wheels with the tracks stowed on the rear track guards. Chain drives turned the rear set of wheels, and as can be seen, the front set of wheels could pivot side-to-side to steer the tank.



The Soviet Union in the 1930s had the largest tank forces in the world. However, their lack of combat experience and a severe shortage of qualified officers resulted in poor tactics, with resulting extensive losses. Many BT-7s were lost en masse like these two that collided during a losing battle.



German soldiers examine a Model 1937 BT-7. They captured hundreds of these light tanks during Operation Barbarossa, the invasion of Russia. The high speed was a good feature, but the thin armor led to high losses, even among German units using the BT-7.

the front wheels still steered the tank when running without the tracks. The main armament was still the 45mm gun.

Koshkin was not satisfied, however. He wanted to replace the BT light tanks and the T-26 medium tanks with a new universal tank, and to that end, a different tank model was developed.

This new design, the A-32, had

heavier armor, a new 76mm gun, and a longer chassis with five wheels instead of four. No longer convertible; the A-32 ran on tracks all the time. The A-32, modified with yet heavier armor (45mm), was put into production as the T-34 in 1940, and proved to be one of the most successful tank designs of WW2.

The BT series of fast tanks



The Germans didn't have much better luck operating the BT series than the Russians. The desire for high speed led designer J. Walter Christie to specify very thin armor to reduce weight. All the BT series light tanks had thin armor, though the 45mm gun was effective against most light and medium tanks of the 1930s.



This late Model 1937 BT-7 was lost in Finland. Note the exhaust pipes and air vents at the rear of the engine deck. A screen normally covered these, but here it is lying on the ground next to the vehicle.

were the epitome of the cavalry tank, designed for the high speeds deemed necessary for scouting, reconnaissance, and exploitation of the advance, to disrupt the enemy's supply and communications in the rear during the attack. The BT-7 was issued to cavalry and armored units in the Russian army, and used on a wide variety of fronts, from the Baltic to Asia.

They met with mixed results, depending on the combat situation. In the Spanish Civil War, BTs proved to be very useful against the tanks used by Franco's troops, as the 45mm gun could destroy almost all of the German and Italian light tanks encountered. In Manchuria in 1939, Russian armored forces operating BT-5s and BT-7s mauled the Japanese ►



Think Tank - BYSTROKHODNY TANK BT-7



German troops examine a knocked out Model 1937 BT-7. The heavy chains were supplied to change out the tracks for the convertible suspension. Even later in the war, when the BTs ran on their tracks all the time, the chains were still carried.

armor encountered at Khalkhin Gol, forcing the Japanese to re-evaluate their own armor establishment. BT-7s occupied eastern Poland after the German invasion in 1939.

In 1941, it was a different story. The German invasion on 22 June 1941 resulted in enormous losses among Soviet tank forces. The majority of Russian tanks in service, like the BT-5s and BT-7s, were obsolescent or completely obsolete, and no match for the much better equipped and led German troops. A major reason for the huge Russian defeat was that Stalin had killed over 90% of the military's field grade officers in the great 1937-38 purges. Thus the army, and other Soviet military forces, had very little competent leadership, and those officers left often refused to act at all independently, fearing the cost of making mistakes. By 1942, most

of the BT tanks in the west had been expended. Their thin armor made them very vulnerable not only to anti-tank cannon, but also heavy anti-tank rifles. Many BT-5s and 7s were captured by the Germans, others by the Finns, both of whom used them as secondary equipment. They didn't last long, even when used well.

And yet, the BTs had one last moment of their pre-war glory. In August 1945, Stalin launched his promised offensive against Japanese forces in Manchuria. A large number of BT-7s took part in the offensive, and again proved to be effective against Japanese armored units, many of whom had little better equipment in 1945 than they had used in 1939. Both during and after WW2, many BT-5s and 7s were used as war memorials to those who had died, and most of those still survive on monuments all across Russia. ■

“In the Spanish Civil War, BTs proved to be very useful against the tanks used by Franco’s troops, as the 45mm gun could destroy almost all of the German and Italian light tanks encountered.”



Russian troops advance behind a Model 1937 BT-7. Though the BT-7 was best suited for scouting and reconnaissance, it could be used as an infantry support tank. Its armor was suitable for protection against infantry small arms, though the BT series was vulnerable to most anti-tank weapons of the early WW2 period.



The BT-7A mounted a short 76.2mm gun/howitzer to provide infantry fire support. A modified T-28 turret replaced the BT-5 turret mounting a 45mm gun. This vehicle carried 50 rounds of stowed ammunition, or 40 rounds of equipped with a radio. Due to the extra weight, the BT-7A could not travel on its wheels, but had to use the tracks all the time.



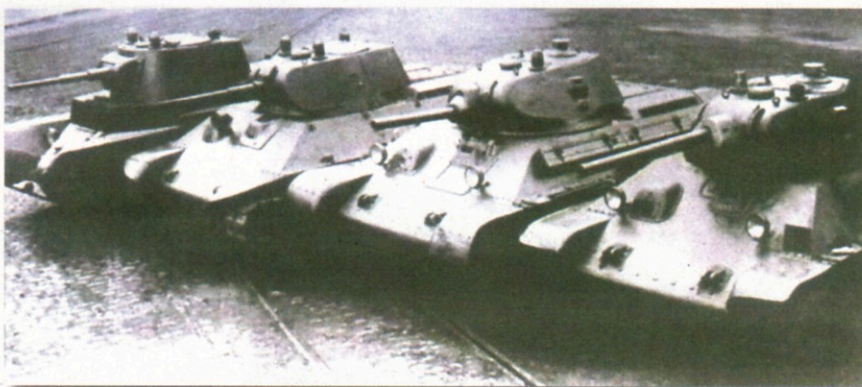
When the Germans invaded Poland in September 1939, the Soviet Union also occupied the eastern half of Polish territory under the terms of the German-Russian non-aggression pact. In a year and a half, these German soldiers would be the mortal enemies of the crew of this late Model 1937 BT-7, seen near the border of the German and Russian zones.



The BT-7A mounted a 76.2mm gun in a modified T-28 turret, providing a support capability the standard 45mm anti-tank cannon could not. This burned out example is typical of the thousands of obsolescent tanks destroyed in Russia in 1941.



A knocked out BT-7A support tank, seen in a Ukraine village in 1941. The front idler mounts were vulnerable to anti-tank hits, and these tanks also had problems with thrown tracks. The larger turret made these vehicles somewhat conspicuous, as with the KV-2.



The Russians were very active in tank development and realized many of their early tanks had serious problems. They began attempts to improve and replace the BT fast tanks, and those efforts resulted in the excellent T-34. From left to right: BT-7M, A-20, T-34 Model 1940, and T-34 Model 1941.



The A-20 fast tank was developed to replace the BT series. It extended the use of sloped armor all around the tank, and featured wider tracks for better flotation. Though promising, the A-20 was dropped in favor of heavier tanks like the A-32, which led to the excellent T-34 medium tank, the true successor to the BT fast tanks.



The BT-SV-2 Cherepakha ("turtle") was a developmental prototype for improved armor. The Russians were moving to the idea of sloped armor all around the tank, not just on the front glacis plate. This prototype carried the concept of highly sloped armor to an extreme. Nonetheless, these experiments led to the A-20, the A-32, and finally the T-34.



Many BT-7s have been preserved as war memorials in Russia and former territories. This is a Model 1935 BT-7 command tank.

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BT-7 MODEL 1935

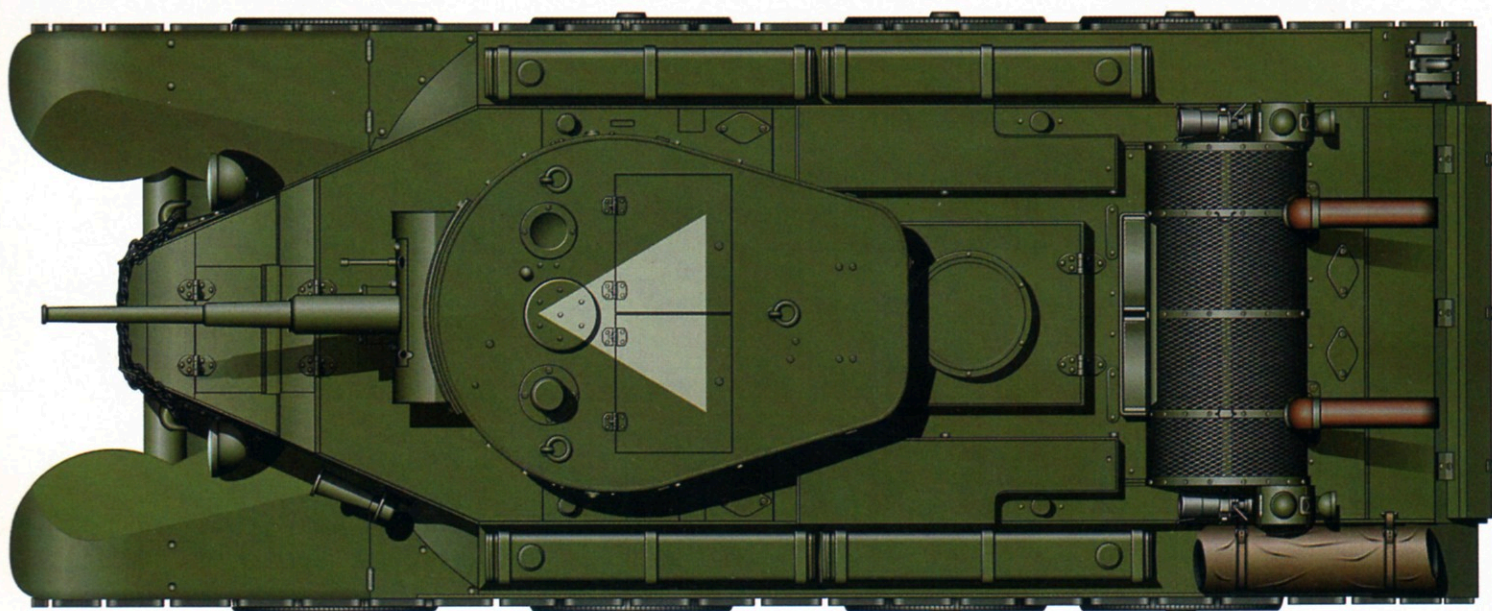
Oliver Peissl has supplied artwork of a BT-7 Model 1935 from several angles:

This is a BT-7 Model 1935, early version. The early version of this tank may be distinguished primarily by the two rectangular turret hatches. Later versions featured one rectangular hatch plus one oval hatch, which could be fitted with a DShK 12.7mm anti-aircraft machine gun.

The tracks are also of interest.

These are the shorter pitch track links that probably first saw service on the BT-7 Model 1937. However, the tracks were fully interchangeable and often retrofitted to earlier versions of the BT-7 such as this early Model 1935.

The finish is overall Russian Green, and the sparse markings are typical for this period. ■



NORTHERN EXPOSURE

Brett Green wastes no time building Tamiya's all-new 1:35 scale BT-7 Model 1935 (early version).



Tamiya's BT-7 Model 1935 is an all-new kit that was officially announced at the 2010 Shizuoka Hobby Show.

Tamiya surprised us with the announcement of a forthcoming 1:35 scale BT-7 Fast Tank just before the 2010 Shizuoka Hobby Show.

This is not the first time that we have seen a BT-7 in 1:35 scale. Accurate Armour produced two resin BT-7s - a Model 1935 and Model 1937 - back in 1991. In 2001, Eastern Express launched a series of BT-7 tanks. These were decent kits with nice detail and link and length tracks, but the large engine grille was a solid plastic part. Zvezda also released a BT-7 around the same time using parts from their earlier BT-5 kit.





Clear parts include a two-piece vision block for the driver's visor.

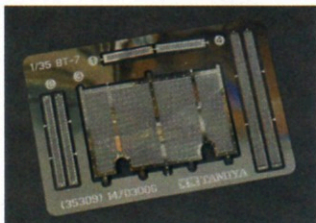
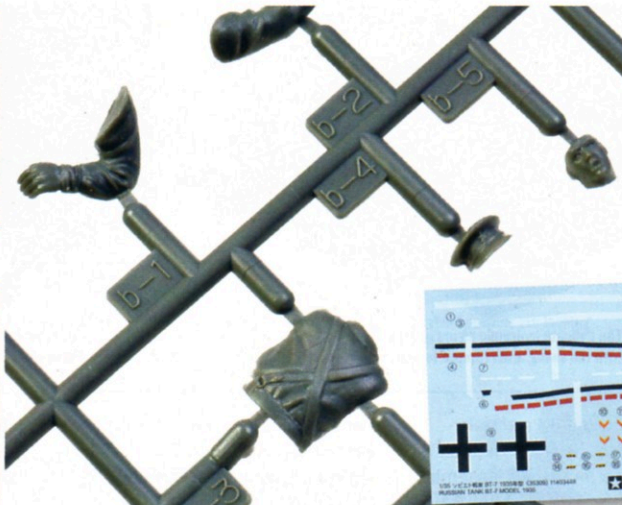
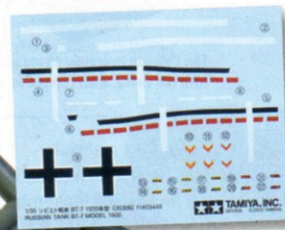


Photo-etched parts include mesh for the engine deck, featuring a realistic woven effect.



The two supplied crouching figures are very well done.



Markings are supplied for four vehicles, all in overall Russian Green.



A length of metal chain is supplied for the front of the vehicle.

Tamiya's all-new 1:35 scale BT-7 Model 1935 represents the early version, which may be identified by the two rectangular hatches on its cylindrical turret roof. The kit comprising more than 190 parts in dark green coloured plastic, 16 parts in grey plastic, eight parts in clear, a nickel plated photo-etched fret, a length of chain, a bag of polythene caps and markings for four vehicles.

Detail is all that we have come to expect from Tamiya. Suspension and running gear is very well represented, while the hull features appropriately raised rivets.

A photo-etched fret includes the large mesh for the radiator grille and narrow vents for the engine deck. The mesh parts are beautifully presented with an impressive three-dimensional weave effect.

In common with most

of their recent releases, Tamiya has included a clear sprue for the BT-7. This contains not only headlight lenses, but also a clear vision block for the driver's hatch and goggles for the two crew members.

The lower hull is supplied as a "flat pack", with separate parts for the hull sides, floor, rear hull and nose. This parts breakdown is necessary to authentically reproduce the characteristic inner and outer hull construction of the Christie tank design. Assembly jigs are provided for the road wheels and for the photo-etched mesh on the engine deck.

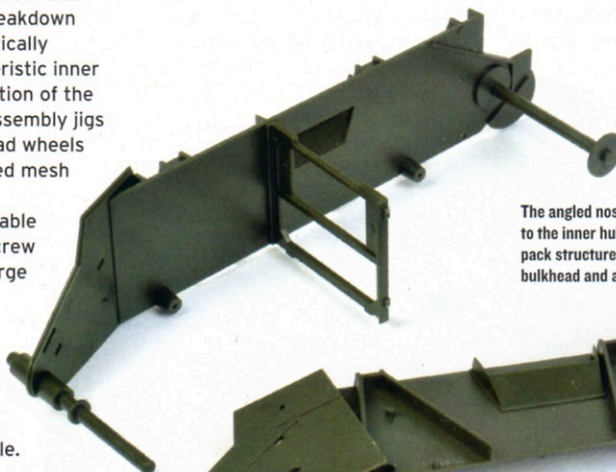
Options include poseable hatches for the turret crew and the driver, and a large turret antenna for the Command Vehicle version.

Tracks are supplied as link and length, representing the early long-pitch style.

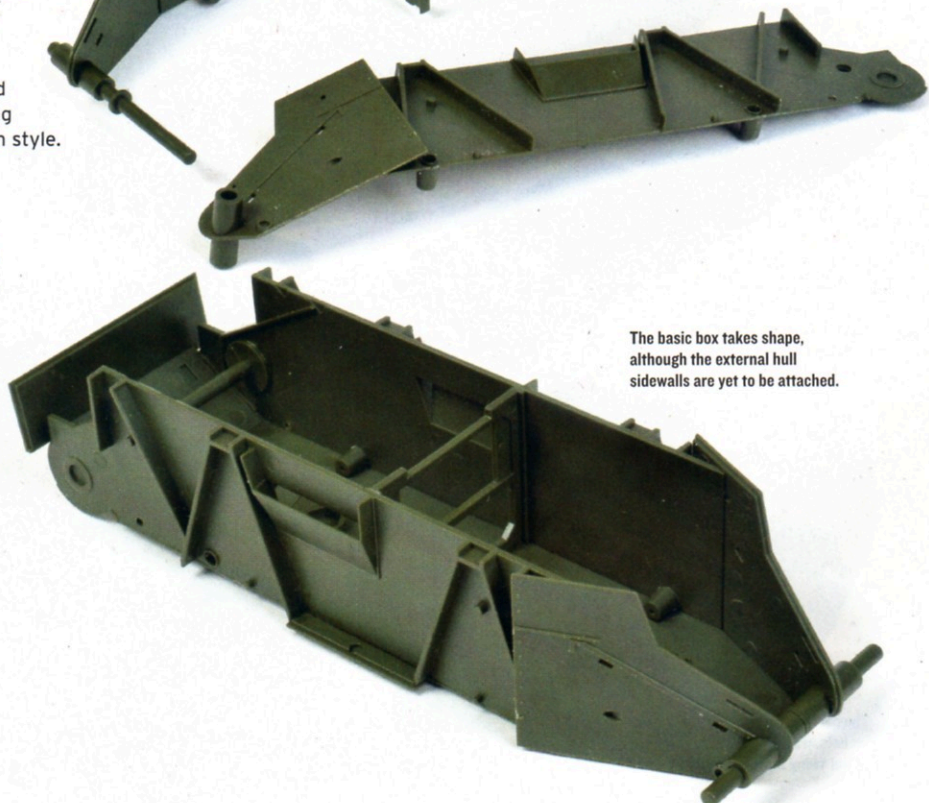
This is the same style of track that was fitted to the BT-5 and, after examining many historical photographs (including those in Bruce Culver's informative "Think Tank" reference article on the previous pages of this issue), it would appear to be the most common track fitted to the BT-7

Model 1935 too.

Moulding quality is excellent as usual, but the inside surfaces of the tracks and the hatches are marred with visible ejector pin circles. It is worth considering that these circles are one of the reasons that Tamiya kits fit together so flawlessly, but they do



The angled nose pieces are attached to the inner hull sides. The flat pack structure is reinforced with a bulkhead and axles.

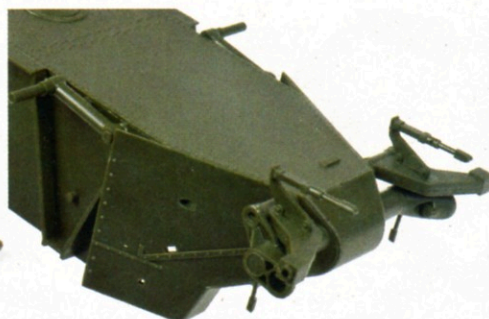


The basic box takes shape, although the external hull sidewalls are yet to be attached.

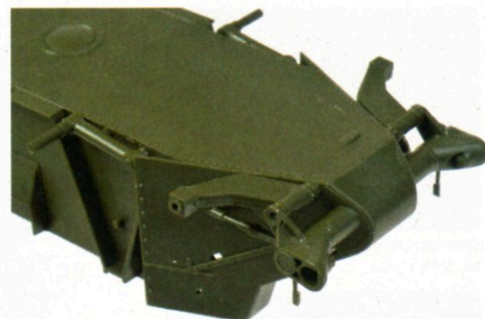




The swing arms for the front wheels are fitted with tiny polythene caps.



The delicate hydraulic struts may be fitted with the swing arms rotated forward.



The end of the struts will almost click into their recessed slots when the arms are rotated back.

demand extra time for filling and sanding.

Two high quality crew figures are included. These two tankers - an Officer and a crewman - are crouching outside the vehicle examining a map.

The decal sheet offers markings for four different BT-7 Model 1935 tanks, all finished in overall Russian Green.

FAST TANK = FAST BUILD

Construction gets underway with the hull, which is a double-skinned affair with the suspension mounted between the inner and outer layers. This arrangement means that it would be difficult

for Tamiya to mould a simple one-piece hub. Instead, the hull is provided as a multi-part assembly that is reinforced with a central bulkhead and a couple of axles. The fit is very good, but you do need to take care to get everything aligned properly, especially when attaching the sides of the nose to the inner hull halves.

The suspension is secured using polythene caps, including tiny caps inside the swing arms for the front road wheels. On the full-sized BT-7, the tracks could be removed and the vehicle could drive on its road wheels with front wheel steering. The kit's suspension incorporates the idler mounts and front road

wheel axles in a very attractive assembly. Although Tamiya's front wheels have not been designed to actually steer, the hubs are separate parts and it should not be too difficult to offset them if the tracks are not fitted. I decided to install the tracks so the suspension was fitted per instructions.

The front road wheel swing arms can be attached without glue. Although they do not move on the finished model, this is actually quite helpful as it makes it easier to fit the delicate hydraulic struts.

At this point I also glued the adjustable track tensioners in place. In retrospect, it would have been better if I had only

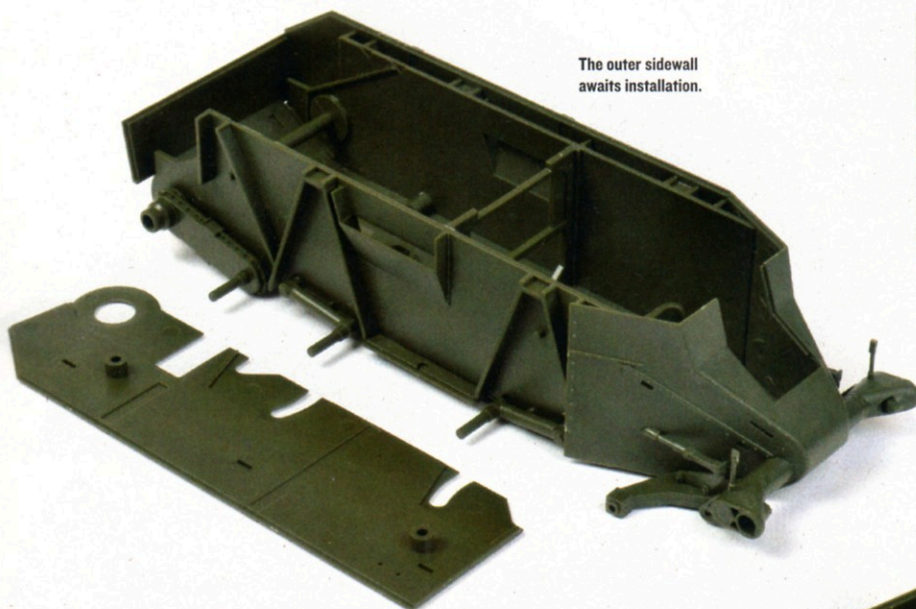
temporarily tacked these into place, as rotating the tensioner would adjust the fit of the tracks.

The four steering rack parts are quite delicate but fit well. Don't flood the joins with glue though - a little bit is better.

MAKING TRACKS

I really do like Tamiya's link and length tracks. In my opinion they offer the best of both worlds, with realistic sag but nowhere near the work demanded by individual links and workable tracks. The thin and lightweight BT-7 tracks seem to be ideal candidates for the link and length treatment.

Although each link is tarnished



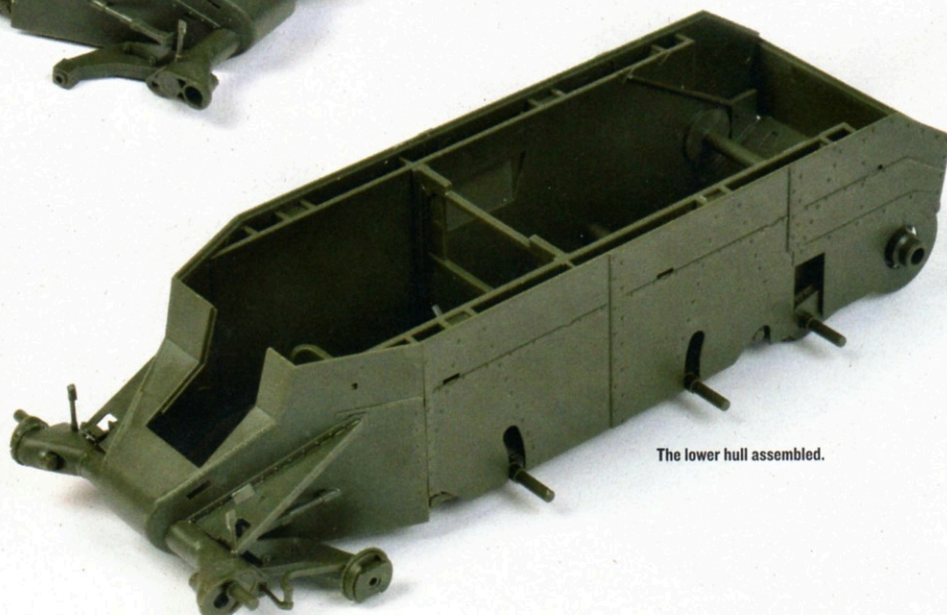
The outer sidewall awaits installation.



Tamiya includes a jig to help align the various axles.



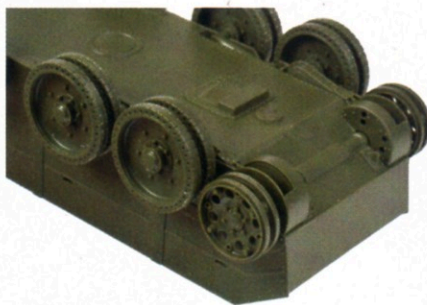
The complex jumble of the idler wheel mounts, track tensioner and steerable front wheel swing arms are very well done.



The lower hull assembled.



Wheels and sprockets are held in place with polythene caps.



The lower rear hull and final drive housings are lacking several rows of bolts and rivets.



The bulky track tensioner housing was textured with Tamiya Liquid Surface Primer.



Each side of track is supplied as a top and bottom run, plus two lengths of three links and a quantity of individual links.



I started by wrapping three links around the idler wheel, and five around the drive sprocket (although I found four would have been better for the latter), followed by the long top run.

with two ejector pin circles on the inner surface, I did not bother to fill them - a classic case of "do as I say, not as I do"! They are hardly noticeable on the finished model.

My model was an early sample, and assembly of the tracks was not covered in the partial instructions. Even so, it was easy enough to figure out on my own. I started by gluing three individual links around each idler wheel. The top run can then be joined to the top link on the idler wheel. Four links should be glued to each drive sprocket, permitting the front link on the sprocket to join the back of the top run. The first of the three-link runs may now be added to the bottom of the links on the idler wheel,

bridging the gap to the front road wheel with the addition of another single link. Now comes the flat bottom run, followed by a bit of fiddling to close the gap between the rearmost road wheel and the drive sprocket with the second length of three links and another individual track link.

The entire preparation and assembly of both track lengths took only around two hours.

The turret was assembled per instructions, but at this stage I paused for a day or two as I awaited arrival of the photo-etched parts.

INTERMISSION - CREWING UP

Rather than just twiddle my thumbs, I decided to assemble and

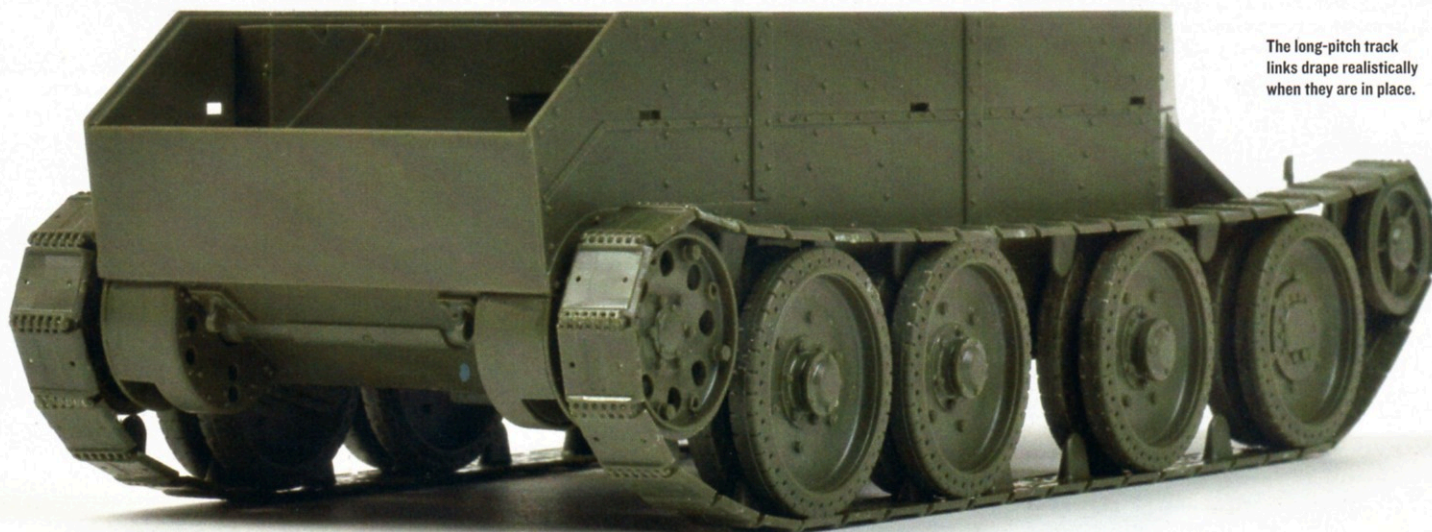
paint a few crew figures for my BT-7. Tamiya's kit-supplied figures are very nice, but I thought that we would see plenty of these in the coming months so I settled on something different.

Doug's Originals produce a nice resin 1:35 scale T-34 Tank Commander figure in a sheepskin overcoat. Casting is excellent and the fit is guaranteed by geometric locating holes that will only permit the arms and legs to be installed at the correct angles. I thought it might be interesting to adapt him to the slightly different hatch of the BT-7.

After test-fitting, I concluded that I would only have to reposition the Commander's right arm -

lowering it and angling the forearm outward - to allow him to grab the edge of the BT-7 hatch. The right arm was cut diagonally and the mating surfaces were trimmed to achieve the new angle. The amputated surfaces were drilled and a steel pin inserted to ensure the new join was solid. Once the forearm had been superglued back in place, the gaps were filled with Milliput, which was also used to rebuild his lost elbow.

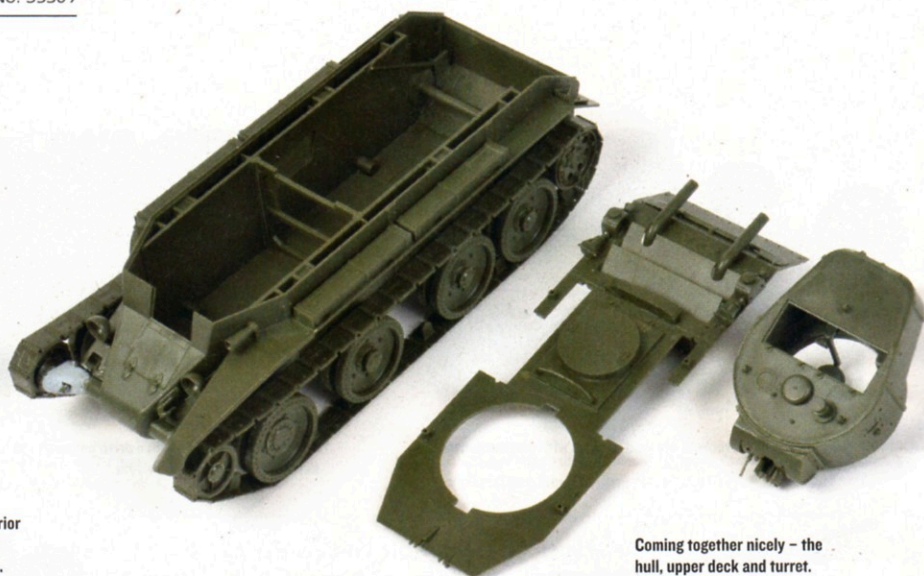
The driver was mostly from Tristar's "Russian Tank Crew", Item No. 012. The head was a spare item from Alpine Miniatures. This resin figure manufacturer usually offer two heads with each of their figures, so I am building a handy ▶



The long-pitch track links drape realistically when they are in place.



In addition to crew seats, the only other interior detail is the 45mm gun breech, gunsight and co-axial machine gun with ammunition drum.



Coming together nicely – the hull, upper deck and turret.

◀ (or should that be heady) collection for the spares box.

The driver was far too tall when perched on the kit's driver's seat, so I prised the plastic part out with a pair of pliers. Once he was painted, I glued a few thin slices of plastic to the driver's posterior and positioned him so that his hand was resting on the top sill of the bottom driver's hatch. The driver's head still interfered with the upper hull, so the top of his helmet was sanded flat. At last, the upper hull was secured with a bead of Tamiya Extra Thin Liquid Cement. The driver's face can still be seen

through the open upper hatch, but his flat head is not obvious – I won't tell anyone if you don't!

In a rare reversal of Murphy's Law, the photo-etched parts turned up about 15 minutes after I had finished painting the figures and installing the driver. The large photo-etched radiator cover was pressed into shape with the assistance of the kit-supplied jig. This worked perfectly. The formed photo-etch was glued to the slender internal frame, and the entire assembly was attached to the upper hull via photo-etched tabs and fine slots in the plastic. Magic.

ANY COLOUR YOU WANT...

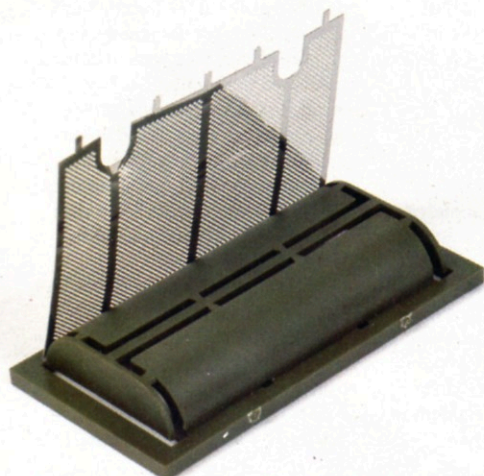
If you want to build a BT-7 Model 1935, you'd better like green.

I found two reference photos of a line of BT-7s in Leningrad during 1943 in the book, "BT Tanks Part 3", Armada No. 17. Of the three tanks visible, the middle one was a Model 1935. Although the image was small, I could make out the turret number "725", and a small red star aft of the digits. Some of the vehicles in the procession wore sparse foliage as camouflage too. I had found my subject.

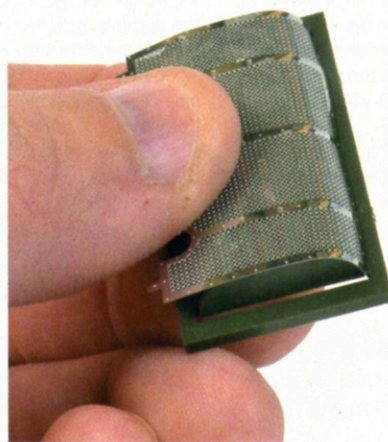
The paint job started with a coat of Tamiya XF-1 Flat Black sprayed

onto the tracks and the wheels. This makes it easier to paint the tyres and tracks later on.

The base colour for my model was a blend of Tamiya XF-67 NATO Green lightened with XF-60 Dark Yellow. This shade appeared to be way too pale when first sprayed on the plastic but I held my nerve, knowing that subsequent weathering would darken the base colour. The green coat was sprayed over most of the model, only avoiding the previously painted black tracks and tyres. Precision is not essential here though, as we will be going over these areas ▶



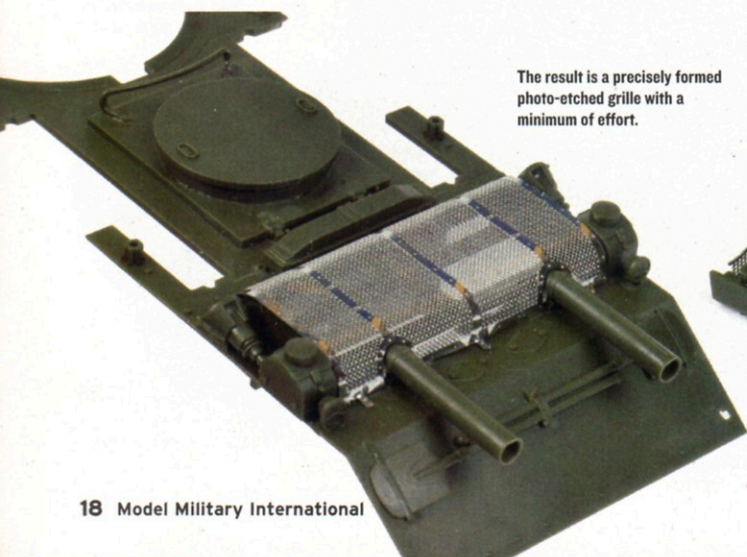
Tamiya supplies a two-piece assembly jig to help form the mesh for the radiator vent into the correct shape. The rear of the mesh is slotted into the bottom section of the jig.



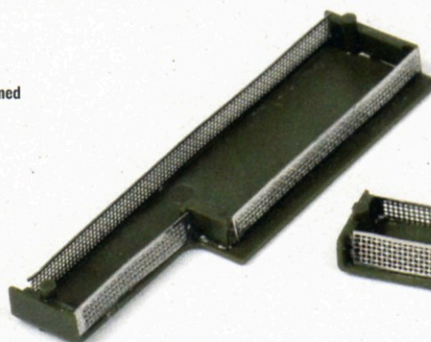
The mesh is then folded over the curved section of the jig...



...before the top section is pushed over the trapped photo-etched part and squeezed hard.



The result is a precisely formed photo-etched grille with a minimum of effort.



The side vents of the engine deck are also photo-etched parts.



Two aftermarket crew figures were used on this model. This is a T-34/76 Commander from Doug's originals.



Positive locating holes are supplied for the legs and arms. They'll only fit one way!

Casting is just gorgeous, and the figure is very lifelike thanks to clever sculpting and an animated face.

The figure's right arm was modified and repositioned to fit the hatch of the BT-7.



Milliput was used to fill the gaps and rebuild the Commander's elbow. The driver's body is from a Tristar Russian Tank Crew set.



The Commander was primed with Tamiya White Primer, and the driver with Tamiya Grey Primer, both applied straight from the can.



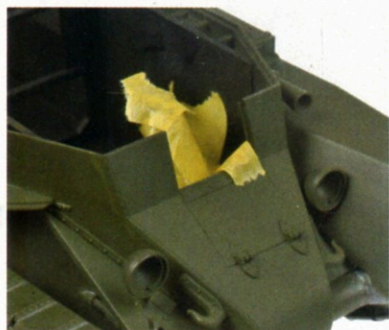
The figures look stark and unrealistic with only the basic colours in place.



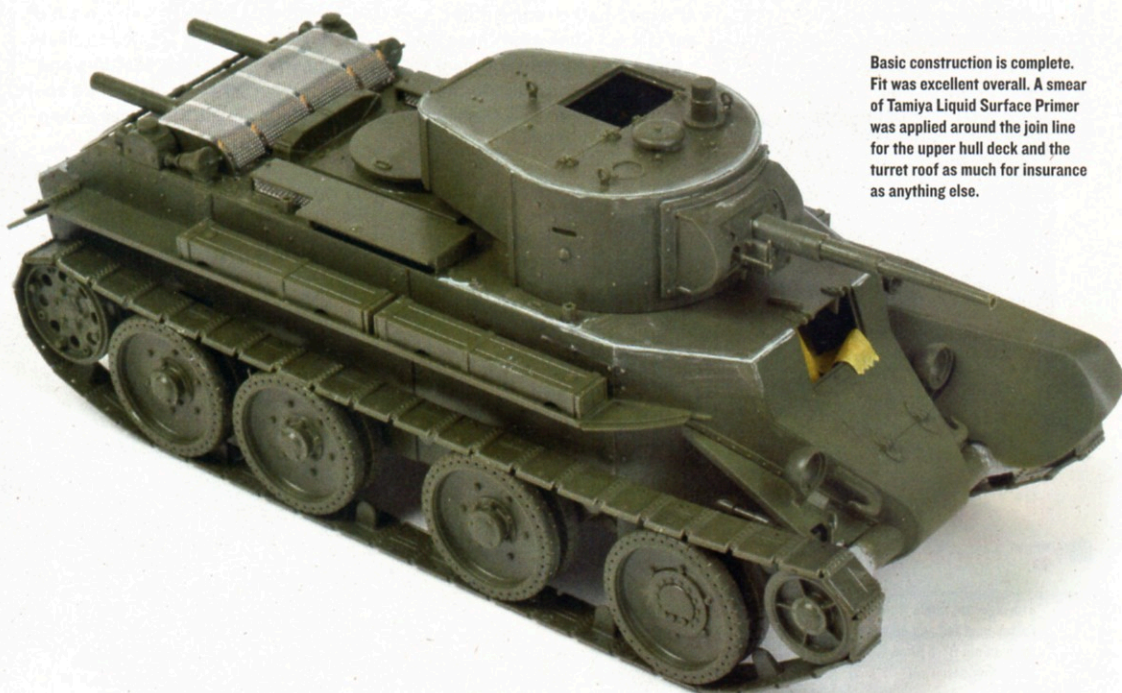
Careful weathering and detail painting lends depth to the figures. The driver's head was a spare item from an Alpine Soviet tank crew figure.



Now you see him – the driver was glued into the hull before the upper hull deck was secured.



...and now you don't. The driver was masked off to avoid overspray when the model was painted. The driver's hand, gripping the edge of the lower hatch, was masked off too.



Basic construction is complete. Fit was excellent overall. A smear of Tamiya Liquid Surface Primer was applied around the join line for the upper hull deck and the turret roof as much for insurance as anything else.



A pale shade of Russian Green was mixed using Tamiya's acrylic XF-67 NATO Green and XF-60 Dark Yellow.



The tracks and wheels were painted black prior to spraying the green camouflage coat. The model looks scarily pale with the initial application of the base colour.



Two thin coats of Sin Industry's Green for Light Green Filter (from Mig Productions) was brushed on to break up the overall colour.



Archer dry transfers were used for the turret numbers and the small red stars.



Each digit was individually cut out and held in place with Tamiya masking tape before being burnished with the worn rounded tip of a 2B pencil.

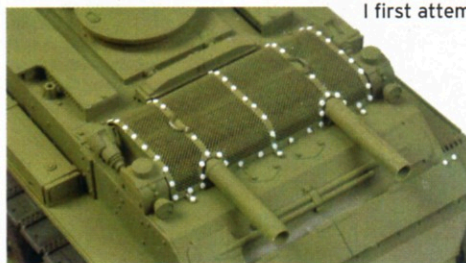


The result is a painted-on effect with no carrier film.

again in the near future.

Two thin coats of Sin Industry's Green for Light Green Filter (from Mig Productions) was brushed on to break up the overall colour.

Archer dry transfers were used for the turret numbers and the small red stars. Although there was no evidence of a white outline to the red star in the reference photo, that was what I had on the transfer sheet and I thought that it looked nice anyway! Each digit was individually cut out and held in place with Tamiya masking tape before being burnished with the worn rounded tip of a 2B pencil. The result is a painted-on effect with no carrier film.



FINISHING TOUCHES

Just as I thought I was close to the finishing line I realised that I had forgotten to glue the handles on the mesh radiator covers. As long as I was going to have to repaint the cover anyway, I also decided to add some more prominent rivets to the photo-etched cover. Around 50 .028" rivets were made using a Waldron Sub-Miniature Punch and Die set and glued to the radiator mesh and rear stowage box hinges.

Several photos of BT-5s and BT-7s show stacks of folded material strapped to the rear fenders. I am still not sure what these are - tarpaulins perhaps, or blankets - but I reproduced them for my tank. I first attempted to roll Milliput

thinly and fold the resulting skinny pancakes into a rectangular shape. Despite using greaseproof paper and flour, the Milliput stuck to my fingers, the glass jar I was trying to roll it with, and to itself. It was a disaster.

I found that an easier method was to fold a single sheet of thick lead foil, cut into a 2 centimetre wide strip. Photo-etched straps from an old Show Modelling detail set were glued to the lead stack.

The model was prepared for final weathering with two thin coats of Future Floor Polish. A thin wash of dark oil paint was applied to rivets and other structural features and allowed to dry overnight. Two coats of Gunze acrylic Flat Clear sealed

the weathering. This was followed by micro-chipping using a thin blend of Tamiya XF-1 Flat Black and XF-64 Red Brown applied to edges and randomly on larger surfaces with the tip of a fine brush.

Mig Productions' Rubble Dust P234 was brushed onto the tracks and wheels in a water-mixed slurry, then scrubbed off when dry for a dusty residue.

The inside of the headlights were painted silver, and the lenses secured with Gator's Glue. Alignment was easy thanks to a positive locating tab at the bottom of the lenses. The two-piece clear vision block was glued to the upper driver's hatch. The vision slot was masked off and the interior of

.028" rivets were made using a Waldron Sub-Miniature Punch and Die set and glued to the radiator mesh and rear stowage box hinges.



Stowage was made from folded lead foil and straps from an old BT-5 Show Modelling detail set.



Structural highlights and natural shadow areas were sprayed with a very thin mix of Tamiya acrylic XF-1 Flat Black and XF-64 Red Brown. Random spots and streaks were also added with this mix.



Tracks and the long exhaust pipes were picked out with a thicker mix of Tamiya acrylic XF-1 Flat Black and XF-64 Red Brown, this time with a fine paintbrush.



The entire model was airbrushed with two thin coats of Future Floor Polish in preparation for a selective dark oil wash.

After a coat of Gunze Clear Flat and more weathering with paints, pencil and pigments, the basic model is finished.



Careful painting and the addition of twisted copper wire "branches" is time consuming, but well worth the effort.



But wait. There's more! Kamizukuri's paper foliage was used to add a bit more interest to the single camouflage colour.



Some of the foliage camouflage in place on the vehicle. The exhausts were treated to Mig Productions' liquid "Standard Rust Effect", plus "Standard Rust" and "Fresh Rust" pigments.



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the hatch painted white. The final product is quite effective when the masking tape is removed.

The exhausts were treated to Mig Productions' liquid "Standard Rust Effect", plus "Standard Rust" and "Fresh Rust" pigments.

Finally, the metal chain was cut to length and draped between the front towing hooks.

HOW DOES YOUR GARDEN GROW?

Technically, the model was now finished, but I decided to take a leaf from MMI contributor Luke Pitt's book - quite literally.

With the reference photo as inspiration, I borrowed a sheet

of Kamizukuri paper foliage from Luke. The sheet was sprayed green, then individual leaves were picked out in different shades. The branches between the leaves were painted brown, then each group was cut from the backing sheet with a sharp hobby blade.

Lengths of fine copper wire were twisted together in various shapes to form the branches on which to mount the leaves. The leaves were glued to their metal branches with acrylic Gator's Glue. Once thoroughly set, the copper was painted brown to match the paper branches.

The nine leafy branches were

glued into logical areas around the hull, and on the rear of the turret. The final touch was a dark wash on the branches. This had the unintended but very welcome consequence of highlighting the fine veins in the leaves.

This is the first time I have attempted to use foliage to this degree. Preparing the Kamizukuri leaves is time consuming, but the effect can be outstanding. In my opinion the effort is well worthwhile.

With the Commander glued into his hatch, all was well in this small BT-7 world.

CONCLUSION

Tamiya's 1:35 scale BT-7 Model 1935 is a really lovely model. The subject is significant, having seen service in the Spanish Civil War and in the first years of the Great Patriotic War, and being the predecessor to the war winning T-34.

What is more important to we modellers though, is that the kit is well detailed and accurate. The model does not fall together, but it does fit perfectly as long as you are paying attention.

Tamiya's 1:35 scale BT-7 is also clearly the best scale rendition of this tank available today. ■



One of the fenders was left off to expose some of the front running gear detail. The headlights, driver's vision block and heavy chain may be seen here too.



The modified Commander fitted nicely in his hatch.



The track block was treated to a simple woodgrain paint job. A dark wash on the branches had the unintended but welcome consequence of highlighting the veins on the paper leaves.

"The thin and lightweight BT-7 tracks seem to be ideal candidates for the link and length treatment."



Alignment of the suspension is perfect, with the tracks effortlessly flat on the ground.

The figures and foliage add further life to the vehicle.



A sooty exhaust stain was sprayed onto the rear of the tank. The side of the lower hull underneath the track guards was textured with Tamiya Diorama Texture Paint – Soil Effect Dark Earth.

Acknowledgements

We are very grateful to Tamiya Japan for supplying the early sample.

Tamiya is distributed in the UK by The Hobby Company Limited www.hobbyco.net

Modelspec

Tamiya 1:35 BT-7 Model 1935

Kit No. 35309

Accessories

Archer Fine Transfers. Item Nos. AR35140 - ISU 122-152 and AR35148 - Soviet Turret Numbers, Kamizukuri Item No. A-8-48; Linden Leaves, Straps from The Show Modelling Set No 059; BT-5. Figures: Doug's Originals Item No. 35009 - T-34/76 Commander (modified), Driver from Tristar Russian Tank Crew, Item No. 012, with spare head from Alpine Miniatures.

Tools and Materials

Waldron Sub-Miniature Punch and Die Set. Copper wire, steel wire. Revell Contacta Cement. Tamiya Extra Thin Liquid Cement. Gator's Grip Acrylic Hobby Glue. Selley's Super Glue. Milliput White two-part epoxy putty. Tamiya Surface Primer. Iwata Eclipse HP-TR trigger-action airbrush (www.airbrushes.com) Iwata Eclipse HP-C Plus airbrush.

Paints

Tamiya Acrylic Paints: XF-1 Flat Black; XF-2 Flat White; XF-4 Yellow Green; XF-5 Flat Green; XF-10 Flat Brown; XF-15 Flat Flesh; XF-59 Desert Yellow; XF-60 Dark Yellow; XF-64 Red Brown; XF-67 NATO Green; XF-68 NATO Brown. Vallejo - various colours from their Acrylic range for flesh tones and colouring leaves. Gunze H20 Flat Clear.

Weathering Materials

Tamiya Diorama Texture Paint - Soil Effect Dark Earth. Mig Productions: Standard Rust P025; Rubble Dust P234; Fresh Rust P416; Oil and Grease Stain Mixture; Standard Rust Effects; Sin Industries Green Filter for Light Green P244. Vallejo Natural Iron Oxide Pigment 73115. Copperplate 2B Pencil.

☒ Well detailed; beautifully engineered; perfect fit; two excellent figures; includes photo-etched and clear parts.

☒ Ejector pin marks on tracks and hatches.

Available from

All good model shops Worldwide.
Distributed in the UK by The Hobby Company Limited.
www.hobbyco.net

Rating ●●●●●●●○



POSTCARD FROM JAPAN



Tamiya's 1:35 scale BT-7 took pride of place amongst their announcements of forthcoming releases.



Tamiya's radio controlled T-34/85. A Panther G is available in this new series too.



The radio controlled tanks feature sophisticated sounds and action, and are capable of combat.



This might look like just another office, but it is Tamiya!



In Japan, Tamiya collaborates with a number of companies to produce promotional models.



Tamiya's earliest wooden models were on display at their Shizuoka head office.



The Head Office museum is lined with impressive showcases outlining the history of the company from its earliest releases until today.



Welcome to the 49th Annual Shizuoka Hobby Show.



A Kebab van in Japan – wasn't expecting that!

The Editor visits the 49th Annual Shizuoka Model Show 2010, sharing his impressions of this plastic Mecca and Japan in general.

I have been fortunate to visit a number of big model shows in the USA and the United Kingdom over the last ten years or so. It is always a pleasure to put faces to names of long-time email correspondents, catch up with far-flung friends, browse the traders' tables and models on display, and gasp over the new and forthcoming releases.

As an Australian, there is a striking feeling of familiarity when travelling in North America and Europe. Our globe seems to be more homogenised than ever before, with people everywhere wearing similar clothes, using common brands, travelling the same way, eating familiar foods, watching identically formulaised television. Sometimes it seems that we are part of one vast realm spanning the entire globe.

Occasionally, however, we are reminded about the delights of the unfamiliar.

My parting impression of Australia was the chaos of Cairns Airport, where my flight stopped on the way to Japan. Cairns is an attractive tropical town in far north-eastern Australia, perched between mountainous jungle and the Great Barrier Reef. Its airport, like many others in Australia, is a perpetual work-in-progress. Passengers are required to disembark from their domestic flight, walk 500 metres to a temporary structure (I would not grace this homage to poor planning with the title "building") to pick up their bags then trudge another 500 metres, heavily laden through the tropical humidity, to the International Terminal where the joys of check in queues and airport security await the weary traveller for the second time in one morning.

Arriving in Japan could not have been more of a contrast. I hitched the heavy backpack onto my shoulders and marched into the terminal of Tokyo Narita Airport. At first I thought that I had must have been struck deaf as the terminal was so quiet, especially

compared to the pandemonium of most airports. But no, it seems that the Japanese have discovered the perfect noise insulation, resulting in a serenely peaceful walk to the Customs desk. Processing was remarkably efficient too. I was through Customs in minutes and prepared for the endless Baggage Carousel Waltz. Imagine my surprise when my suitcase was just emerging onto the carousel as I arrived. Within 15 minutes of leaving the aircraft, I was at the Japan Rail station buying my ticket to Tokyo.

Despite the language barrier, Japan Rail staff were very friendly and obliging and I was on my way in no time. In fact, I found that the Japanese people seemed to be universally patient and helpful, making life much easier for an ignorant English-speaking visitor such as myself.

The Tokyo railway system is complex and busy, but it is well organised with colour-coding for different lines. I found this logical arrangement was easy to follow even on the ▶



Tamiya had the largest presence of the show.



In addition to plastic, you could buy Tamiya apparel. Here we have T-shirts.



Feeling peckish? How about some Tamiya Space Bread or Can Bread?



Need something special for that more formal occasion? Tamiya ties will do the trick!



Tasca's brand new 1:35 scale M4A3(76)W Sherman was built up in display.



Diorama and weathering products from Morin.



A small scale scene made up using Morin products.



A good variety of earth shades are available.

◀ rare occasions when there were minimal English translations. My first night was spent at a nice hotel in Shinagawa, home to many big companies and nine embassies.

Next day I was due to rendezvous with Marcus Nicholls, esteemed Editor of Tamiya Model Magazine, at the huge Shinagawa Station. We managed to hook up with no trouble before buying tickets to Shizuoka on the Shinkansen Superexpress - the famous Japanese Bullet Train. Shizuoka is a little less than 200km south-west of Tokyo, but the Shinkansen makes short work of this journey. The train smoothly accelerates to speeds of up to 300kph so that we arrived in around an hour despite two stops along the way.

SHIZUOKA

Tokyo is a unique city in Japan. It attracts young people, non-conformists and entrepreneurs. I suppose it is a bit like New York City or even London, in that the city has a distinctly different personality to the rest of the country.

Shizuoka, on the other hand, is an ancient coastal town close enough to Tokyo to be a commuting centre, but far enough away to retain some of the more traditional Japanese character. In addition to its seafood and crafts, Shizuoka might be quite reasonably described as the plastic scale model capital of the world. This picturesque city is the home to such brands as Tamiya, Hasegawa, Fujimi and Aoshima.

The view from the 18th floor of the Shizuoka Century Hotel featured the ocean to the east and the majestic Mount Fuji to the west. We could also just make out the famous twin-stars of the Tamiya brand in the distance - our destination for the next day.

Marcus and I wandered the old town and the subway on our first night in Shizuoka. The railway stations and their labyrinthine entrances seem to be a prime source for restaurants and fast food. My taste in food is bland to say the least - meat and three veg is my ideal. Actually, better make that two veg. I was not sure what I would eat in Japan, but after a few beers in a local bar Marcus eventually led us to a Tempura restaurant where the seafood was cooked right in front of us. Over the rest of the week we also sampled okonomiyaki, sushi and even sashimi. If you'd told me a few days earlier that I would be eating eel and raw fish with nothing else but soy sauce with wasabi paste, I would not have believed you. Perhaps I am more gastronomically adventurous than I thought!

THE PLASTIC ODYSSEY BEGINS

Tamiya unveiled their 2010 release roundup at their Shizuoka Headquarters on the third day of my Japanese trip. The undoubted highlight was the brand-new 1:35 scale BT-7, which features photo-etched parts and metal chain to supplement the beautifully detailed plastic.



Tasca also had their recently released Sherman III mid-production kit on the stand.



Tasca's announcement of a 1:24 scale Zundapp KS750 motorcycle was a complete surprise.



Hobby Boss will be releasing the ZSL-92A Armoured Personnel Carrier.



Fine Molds will be releasing a 1:12 scale German milling machine. Great for those 1:12 scale U-Boat dioramas!



We will be seeing two Fine Molds Japanese trucks in 1:35 scale before the end of the year. Very impressive.



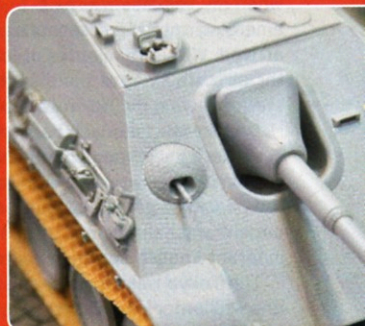
Dragon generated excitement with the announcement of their forthcoming M7 Priest.



The model will feature a metal barrel and plenty of interior detail.



Dragon will also release a Jagdpanther with moulded-on zimmerit.



This is the small square pattern zimmerit - particularly painful to do yourself.



Hobby Boss's 1:35 scale Chinese ZSL-92 IFV in fetching digital camouflage.



Hobby Boss also announced a forthcoming 1:35 scale T26E.



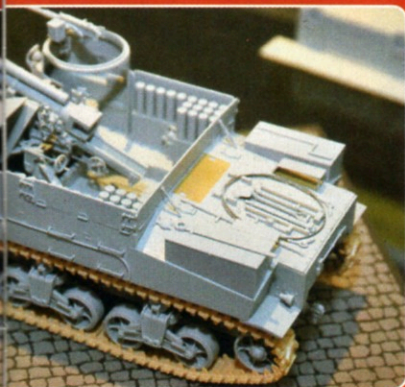
Hobby Boss will be expanding their Leopard family with a 2A6M wearing slat armour.



1:1 scale model guns were prominent at the show and at hobby shops.



Choose your weapon – but don't try to sneak them through customs!



DS flexible tracks will be included.



A pile of Priest.



Small but perfectly formed. Dragon's announced 1:35 scale M4A3 with deep wading kit.

Also of interest were two new 1:35 scale radio controlled tanks – a Panther Ausf. G and a T-34/85. Although we have seen the plastic before, the real story behind these tanks is the sophisticated multi-function remote control. These modestly sized vehicles have even greater functionality than their 1:16 scale cousins.

They are capable of forward movement while rotating the turret and firing. The sound effects seem to be just as impressive as their bigger counterparts too.

There is also a facility to place land mines, which can "explode" (just a sound effect though, your plastic is safe) and disable the tank. When two or more of the models are brought together, they have combat capabilities too. An accurate hit can reduce the speed or disable the enemy tank.

The older 1:35 scale SU-85 and SU-122 will be making a re-appearance this year too, each with figures and a set of Tamiya Weathering Pastels.

When we had finished at Tamiya, Marcus and I caught a cab to the well-known Shizuoka hobby shop, Rainbow Ten. The taxi ride was an experience in itself. Japanese taxis are all of a similar design. They resemble a late-1970s Toyota Crown frozen in time, complete with wing-mounted mirrors. The rear passenger door open automatically when the taxi pulls into the curb – a bit eerie the first few times – and interior décor comprises of embroidered white cotton covers like oversized doyleys. Unlike taxis in other parts of the world, the cabs that we rode in were all immaculately clean, with friendly drivers.

The taxi ride took us through winding narrow streets lined with shops and houses, traditional and otherwise. Bicycles were everywhere, on the roads and the footpaths, ridden by young and old alike. The sidewalks were littered with parked bikes too. Amazingly, very few of these unattended bicycles were chained or otherwise secured. They would not last long like that in Sydney! I expected Rainbow Ten to be a hole-in-the-wall – a tiny shop where we would have to edge sideways down narrow aisles and with stock piled to the roof. What we were presented with in reality was a roomy and modern retail outlet with stock piled to the roof! There were many rare brands on display from Japan and around the world. Rainbow Ten is well worth a visit if you are visiting Shizuoka.

THE SHIZUOKA HOBBY SHOW 2010

The next morning found us on the shuttle bus heading to the 49th Shizuoka Hobby Show. This is a truly international event, with agents and buyers attending from all parts of the globe.

It is also a show of two distinct halves. Thursday and Friday are Trade Days. The two big halls are calm, and the wide aisles free to roam. The impression is businesslike. I even donned a jacket and tie for



Dust Models were at the show too.



Dust Models has launched a new range of WWII figures, including an American tank crew.



Impressive German and Soviet figures are available from Dust Models too.



Yasumasa Matsui is a television newsreader and journalist from Japan's Channel 5.



Yasumasa-san is the proud owner of this 1960-vintage Tamiya Yamato - Tamiya's first plastic kit.



A bookmark included in one of these early Tamiya kits.



Even the Michelin Man was at Shizuoka to join in the fun.



The public days featured a real carnival atmosphere.



The crowds were amazing. Thousands packed in to the halls on both public days. TMMI's intrepid Editor Marcus Nicholls may be seen snapping away in this photo.



Zvezda's 1:35 scale L4500R Maultier.



Modellbaugruppe Rock Wave had some impressive models and dioramas on show.



A dramatic scene featuring two ISU-152s.



Visitors browse books at the Flea Market.



The crowds queuing for their purchases at Tamiya's stand on one of the public days.



Akihabara in Tokyo, home to apparently countless electronic stores.



Three figure sets were announced by Dragon, including these cavalry figures.



Hobby Boss had sprues from their forthcoming 1/72 scale German 80cm K(E) Heavy Railway Gun "Dora" on display.



Modelling celebrities were present too. Here is Scott T. Hards, founder and President of Hobbylink Japan.



Italeri's 1:35 scale P40 as part of a club display.



Cromwell and Churchill tanks a long way from home!



The seven-storey Yellow Submarine hobby shop in Akihabara is a must-see for modellers visiting Tokyo.

◀ these couple of days.

Saturday and Sunday are public days. I have been to a lot of big model shows, but I have never seen anything like this. Literally tens of thousands of Japanese enthusiasts passed through the doors of the Shizuoka Hobby Show on the Saturday and Sunday, taking advantage of the free admission. In addition to the sea of people, I was also struck by the demographics. There was a real carnival atmosphere, with many families and young people in attendance. I got the impression that plastic modelling is a more mainstream activity in Japan than it might be in Europe and the Americas.

I was also impressed by the colossal number of models on display over the weekend, and by their very high standard. This was not a competition - model clubs simply brought their kits along for display en masse. I was told that between 6,000 and 8,000 models were on the tables. Admittedly, it was a challenge to actually see the models while shuffling along the ten-wide conga line, but it was fun trying!

The Japanese cottage industry was represented in a "Flea Market". Books and second hand kits were also to be had here.

The Japanese Ground Self-Defence Force was on hand with two vehicles and several accompanying soldiers. A midday jet flypast was another spectacle for the large crowd.

The biggest military model surprises of the show were the forthcoming 1:35 scale M7 Priest from Dragon, and the 1:24 scale Zundapp KS750 announced by Tascia. More details of new and forthcoming releases will be found in the accompanying photos.

I spent my last night in Japan back in Tokyo, near the railway station at Akihabara. This is one of the districts with giant electronic stores. It also features several remarkable hobby landmarks too.

Yellow Submarine was right across the road from my hotel. This Japanese plastic institution is not so much a shop as a model emporium. Yellow Submarine sprawls over seven storeys with different variations on the hobby theme to be found on each level. Plastic models are best catered for on Levels 6 and 7. Believe me, it is worth scaling the fourteen flight of stairs to explore this elevated Aladdin's Cave!

CONCLUSION

My whirlwind visit to Japan was interesting and enjoyable. In addition to the rare chance to visit Tamiya's Headquarters and to inhale the heady plastic atmosphere of the Shizuoka Hobby Show, these six days have given me an appetite to see more of Japan in the future.

Japan is genuinely different - something that cannot be said of all destinations these days. It felt a bit like a parallel universe in some ways. It was familiar enough to get around, but unique enough to be constantly fascinating. The other essential ingredient is the people. Many locals speak English, literally everybody that I met was friendly and helpful, and I felt quite safe and secure wherever I went in the course of my short stay.

As an Australian, one other benefit is that the Japanese time zone is only one hour different to Sydney, meaning no jet lag.

I'll be back! ■

Brett Green - May 2010

I would particularly like to thank the management and staff of Tamiya Japan for their hospitality during our visit.

"Shizuoka might be quite reasonably described as the plastic scale model capital of the world. This picturesque town is the home to such brands as Tamiya, Hasegawa, Fujimi and Aoshima."

BIG BRITISH BRENNY

Matt Wellhouser leads us step by step through painting and detailing Spearhead Miniatures' impressive 1/9 scale British Paratrooper Bren Gunner.



The British Airborne in World War Two was brought into the limelight with the Normandy invasion. Back in June 1940, Winston Churchill called for the formation of an elite Corps - the Paras. The nickname came about because of their trademark red beret, the "Red Devils" played a very important role and unfortunately they were much less idolized (at least in the U.S.) compared to the U.S. airborne units, the 82nd and 101st. Although they all jumped out of perfectly good airplanes (most of the time), there are quite a bit of differences in equipment and uniforms between the two nationalities. In the figure market, there are not a lot of British Paratroopers in any scale. When the Editor sent me this kit for an article I was immediately up for the challenge of painting the Dennison smock - a big one at that - in 200mm scale!

This is a figure produced by Spearhead Miniatures. The model is moulded in resin. It depicts the British Para in battle kit wearing a Dennison Smock, jump helmet, combat kit and holding a Bren light machine gun.

Assembly started with cleanup of the parts and gluing the two separate legs to the upper torso. A little bit of test fitting is required because of the lack of positive moulding locations of each leg. Fortunately the pieces go into place without much of a problem. Just make sure you get left and right figured out before you apply glue! Holes were drilled into the legs to accept brass pins so I could attach the Para to the base. I glued



The large resin figure goes together quickly with relatively little trouble.



The main parts were drilled and pinned for strength and improved fit.

some of the other smaller parts on at this time as well - the magazine pouches, packs, etc. I left the arms off for ease of painting the smaller parts and waist area of the figure. A few places needed epoxy putty filler - nothing major though.

TIME FOR PAINT

Once I had the basic figure assembled, so it was time to spray some paint. On large figures I like to use the trusty airbrush. For the base of the smock, I mixed Tamiya Khaki and Khaki Drab. That seemed

to be a close match for the base colour of the original references I had at hand. The trousers later received a coat of a drab brown, mixed from several colours. I add flat black and flat brown to shade the base colour. Desert Yellow and Buff are mixed with the base to become the highlights. I carefully spray these areas using heavily thinned mixtures. Sometimes touch ups are required, so keep some paint mixed in a suitable container.

With the base coat complete and allowed to dry, I got to work on the

camouflage pattern. The smock has green and reddish brown splotches (technical term). To paint these, I use Vallejo acrylics. I mixed my paints by eye from stock colours. When applying camouflage patterns, one tip for success is to use paint that is not too thick. I like my paint to have the consistency of skim milk. It is easier to add paint than take away.

The pattern on the smock is somewhat translucent. That is, the colours overlap the neighboring colour with a splash or rough



The basic camouflage colours applied to the Para's jump smock. The key is to apply the paint thinly - almost translucent.



Subtle highlights have been added here.



To deepen the shadows, black and chocolate brown was added.

This shading really pops the detail out on the packs and other accessories.

The base coat for the trousers is in place here.

More detail is being added. Note the water bottle with its green strap.



◀ edged effect. Thinned paint helps to convey this effect. As I approach highlight areas, I add a little more paint. It helps accentuate the colour. For both the green and red areas I added Vallejo Sunny Skin Tone to the mix to slightly highlight the colour. To deepen the shadows I add black and chocolate brown. Each area was built up using thin coats, being careful not to have too much paint buildup. The arms were painted separately, and then touched up when added to the figure. One important step - I always apply a highlight (thinned paint) to the edges of the seams, pockets, coat flaps, etc. to accentuate the detail.

Most of the equipment carried by the Para is in some type of tan or khaki coloured canvas pouch. To keep everything from looking the

same, I added greens and browns to the khaki mix to vary the shade.

PAINTING A POUND OF FLESH

The face and hands were painted with Vallejo acrylics as well. I use a pretty standard mix of Brown Sand, Burnt Cadmium Red and Basic Skin Tone. I sometimes add black to the Burnt Cadmium Red to deepen the shadow effect.

The flesh area is coated with two thin coats of Brown Sand. Then I mix some Burnt Cad. Red into the mix and apply that in the shadow areas- think of an overhead lamp shining from the top of the face. Next, I gradually blend that shadow into the adjacent colour by adding very diluted mixes of the base colour with less Burnt Cad. Red. The consistency is like a thin wash, but applied in a very controlled

manner. Adding black to the burnt cadmium red will deepen the shadow. You can also use Cadmium Maroon as well. For the highlights, I mix Basic Skin Tone with Brown sand repeat the process. As I approach the "high" highlight, I add more Basic Skin Tone. Again the mix is very thin- almost dirty water. Acrylics don't blend in as oil paint does- they dry to darn quick. To overcome this, you have to go back and refine each area that has a harsh line between colours with a tone that is just a little darker or lighter than its neighbor. This basically disguises the line between the colours. The great thing about acrylics is that you can always go back and work on them at any time. As I near completion of a figure I constantly do this.

The hands were painted in

similar fashion. Fingernails are almost straight Basic Skin Tone.

DETAILS, DETAILS

The helmet was a straightforward affair, but I thought it needed more scrim attached to the net. All the pictures I have of British Paras seemed to have more. I mixed up some A&B putty and made a few thin rectangular shaped pieces. I waited till they were almost set up to attach them to the helmet. I used the tip of the xacto knife to fray the ends. The helmet was painted with Tamiya Olive Drab and then the netting was highlighted with a mix of Vallejo English Uniform and Iraqi Sand. The straps were painted with a mix of Vallejo flat black and chocolate brown.

All of the metal pieces (buckles, buttons) were painted with a mix of



The face and hands were painted with Vallejo acrylics using a mix of Brown Sand, Burnt Cadmium Red and Basic Skin Tone.



The flesh area is coated with two thin coats of Brown Sand followed by Burnt Cadmium Red into the mix and apply that in the shadow areas.



I sometimes add black to the Burnt Cadmium Red to deepen the shadow effect.



Next, I gradually blend that shadow into the adjacent colour by adding very diluted mixes of the base colour with less Burnt Cad. Red.



For the highlights, I mix Basic Skin Tone with Brown sand and repeat the process.



The hands are painted using the same colours and techniques.

gold and silver printers inks mixed with Windsor and Newton Liquin. Some of the buckles and snaps have a gray coating and are brass underneath. The inks are a fine-grained medium that I like to use to simulate this.

The Bren gun was assembled and painted with Humbrol Metalcote Gunmetal. It was sprayed with the airbrush. When dry I lightly buffed it with a cotton bud. Ground up pencil graphite was rubbed on the edges of the receiver and magazine. I masked the barrel area and sprayed that with Alclad Aluminum lacquer to simulate the trademark silver barrel.

The wood area of the stock was under coated with a Deck Tan

Vallejo then covered with artist oils then carefully "wiped" off with a brush to simulate the wood grain. The same technique was used for the entrenching tool.

FINAL ASSEMBLY AND BASE

As I approach final assembly I leave most of the smaller parts off, just in case things get broken! Right before fixing the figure to the base, I will glue the smaller parts to the figure and touch up any areas that need attention.

I then turned to preparing the base. I made some simple groundwork with sand and artist's gel matte medium. I added a little of my homemade pigment mix (stucco pigment colour bought at

a local home center). A toothpick inserted into a drilled hole saved the location on the base for the figure's left foot. As I build up the groundwork, I add materials into the mix- busted dollhouse bricks,

rocks, etc. This is all secured with white glue. Once dry, I glue the figure to the base. Use slow setting cement so you can align the figure properly- you don't want him off balance! ►



The base is made up from some simple groundwork with sand and artist's gel matte medium.



Materials such as busted dollhouse bricks, rocks, etc. are added to the basic groundwork. This is all secured with white glue.

Once dry, the figure is glued to the base. Use slow setting cement so you can align the figure properly.

Scrim was attached to the net of the Para's helmet.



CONCLUSION

That's it! A nice big figure for your display case. It is not an over produced subject in the area of World War Two soldiers - a nice refreshing change. Tally Ho!

A note on paint colour: I am asked quite a bit about the colour I used for a particular uniform or accessory. After seeing countless examples of actual uniforms in print and in real life; I have adopted the practice of choosing the colour by "what looks right". Due to different dye lots, time of day, age, weathering and just plain dirt, many items can have different hues and tones. Trying to match something exactly is a practice of futility. It is easier to go by your eye and picking or mixing colour that just "looks right". ■

The big Bren Gun was painted using Humbrol Metalcote Gunmetal sprayed with the airbrush and buffed to a metallic sheen.

The wood area of the stock was under coated with a Deck Tan Vallejo then covered with artist oils then carefully "wiped" off with a brush to simulate the wood grain.

Modelspec

Spearhead Miniatures 200mm British Paratrooper Bren No.1

Paints used

Face Color Mix (Vallejo Model Color):
Brown Sand 876, Basic Skin Tone 815,
Burnt Cadmium Red 814, Cadmium Maroon 859

References

Soldiers in Normandy: The British
Historie and Collections, Alexandre Thers
Les Paras du D-Day
Historie and Collections, Jean Bouchery

- ✓ Well detailed, rare subject, relatively straightforward assembly.
- ✗ Lack of positive moulding locations of each leg.

Available from

Spearhead Miniatures
www.spearhead-miniatures.co.uk

Rating ●●●●●●●●●●



STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

PART FOUR - M3 STUART TANK

William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Four, William describes the application of Caunter camouflage to the M3 Stuart Tank in the Middle East.

The M3 Stuart formed the backbone of the early armoured divisions in the Western Desert. Issued to the 7th Armoured Division, this particular example had the name "Bellman" in white. The WD number T.28037 was painted on the original Olive Drab background, which was masked off while painting the Caunter scheme. This gives a distinctive rectangle background in Olive Drab to the WD number.

This vehicle clearly wears the RAC flash on the turret and side sand shield. A yellow B Sqn tactical symbol can still be made out on the turret over the RAC flash.

Another area of interest that few people have noticed is that the rear of the turret has a large white painted area. The most likely explanation for this is that Bellman was the lead tank in night movements and was used as a beacon for the others to follow. ■

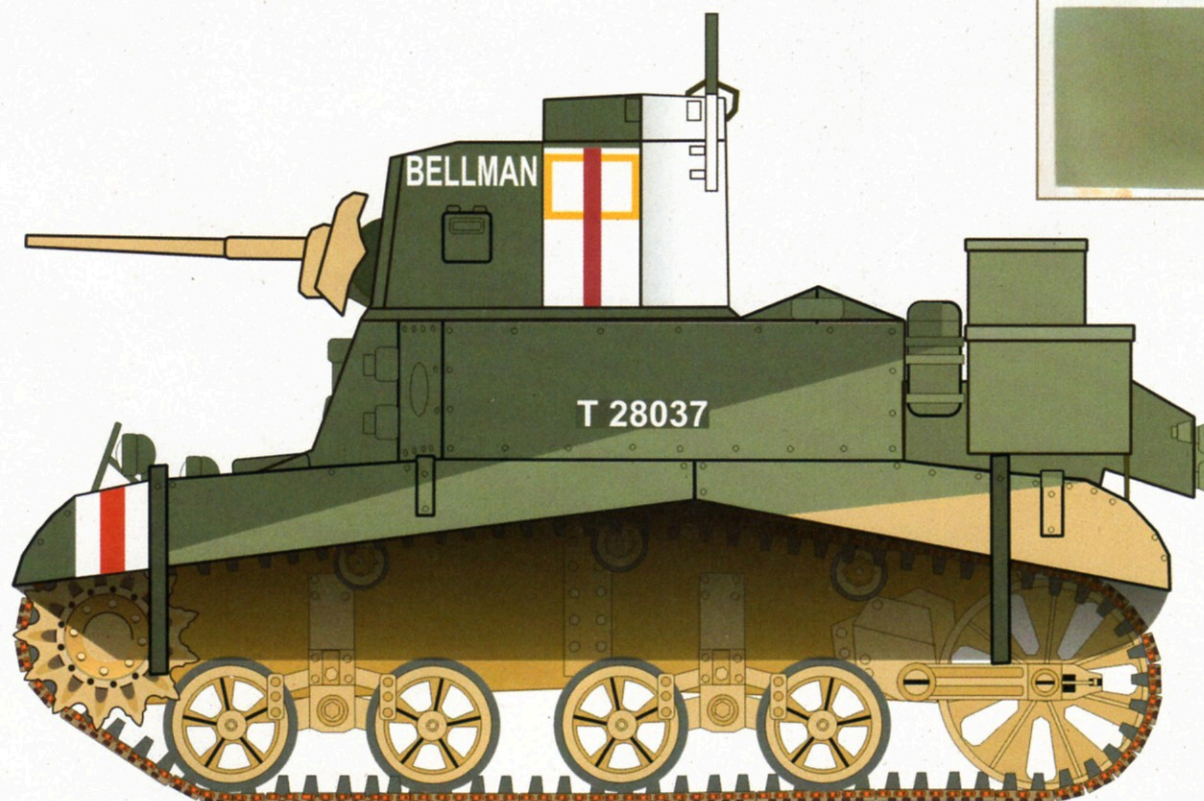
(Right and far right) The photo to the right is of a Stuart I of the 8th Kings Royal Irish Hussars, 4th Armd Bde, 7th Armd Div, during November 1941, known as "Bellman". This tank has been depicted in various magazine/books is a variety of incorrect colours, and even with the wrong WD number.

(Below) The Author's interpretation of the Bellman photo.



British Standard Colour.

No. 28. SILVER GREY.



THE REPUBLIC GUARD

Noel Petroni revisits one of
Tamiya's classic 1:35 scale T-55A,
and finishes it in Iraqi colours.



ICAN RD



The T-55 was the Soviet Union's front-line main battle tank from 1947 until 1962. It remains in service throughout the world to this day, particularly in the armies of former client states of the Soviet Union. Over 95,000 tanks were built, making it the most produced tank series in history. Tamiya has done a great job reproducing the T-55 in 1:35 scale. The T-55 was manufactured in many different countries, so you can imagine all of the versions that can be built with this model.

Tamiya's 1:35 scale T-55A was my first post-war subject. My usual area of interest is WWII German armour, but I liked the low profile of the tank and the 'egg' shaped turret, together with the bolted cupolas and the many external details which made me think that I would like to build this kit.

RESEARCH FIRST

After purchasing Tamiya's T-55, I started to look for a good reference book that would guide me since I knew nothing about post-war Soviet tanks. After much internal debate, I decided to create a T-55 of the Iraqi Army during the Iran/Iraq war of the 1980s. I took some information from the Internet but the most helpful reference was the book 'T-54/55 Variants in Detail' by Wings & Wheels Publications. This book is a must when it comes to building the T-55. The clear colour photos helped me hugely to understand what details were missing from the Tamiya kit. One of the most obvious details missing from the model is the fuel pipes that connect the external fuel tanks. It would be a shame to build the model without creating these pipes. Thanks to 'T-54/55 Variants in detail', there were enough photos to help me locate the positioning and recreate the pipes in detail.

CONSTRUCTION

Construction was typically Tamiya. It all went together without any problems thanks to the beautiful engineering and easy to follow instructions. As I only have a short time for modelling each morning before I go to work, I was pleased the T-55 was so easy to assemble. This meant I could get onto the detailing much quicker than I expected. The first thing I did was to attack the tyres with a motor tool to simulate worn-out and

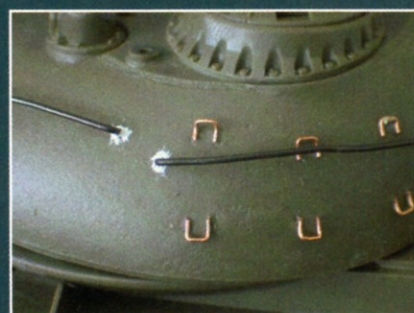
beaten-up rubber tyres. I imagined that the T-55s in the Iran/Iraq war were subject to very harsh desert weather conditions so I decided to add a lot of wear and tear on my model. Using the same motor tool, I also simulated dents on all of the external fuel tanks. One of the front mudguards was removed to simulate battle damage and I replaced the moulded on spring rods with .4mm gauge copper wire for both sides. The grab handles on the turret were replaced with .6mm copper wire and tie-downs were replaced with .5mm wire. I also scratch built the entire headlight cage from .5mm copper wire. To simulate the welding around the grab handles, tie-downs, headlight ►



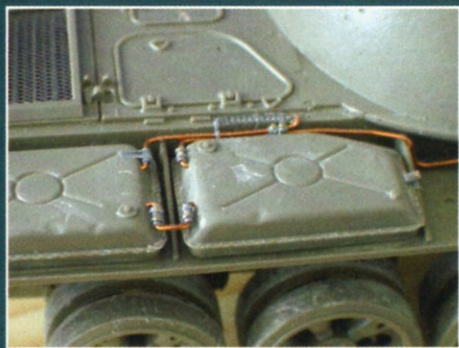
A few ejector pin marks in the hatches required filling prior to assembly.



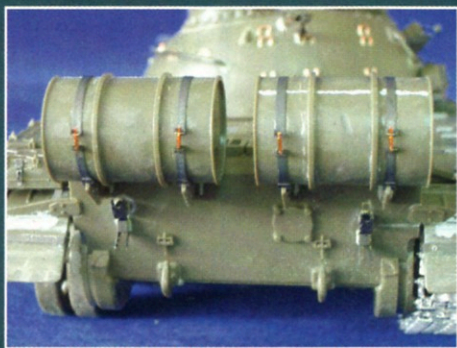
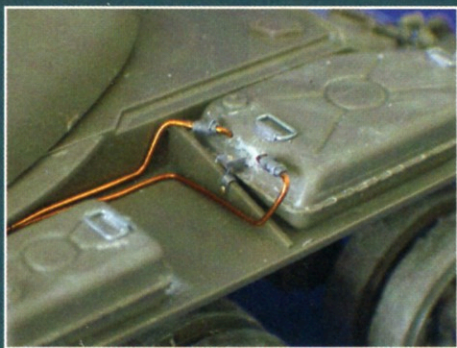
The spare fuel tanks had some extra detail added, including weld seams and handles.



Handhold rails and tie downs were attached to the turret.



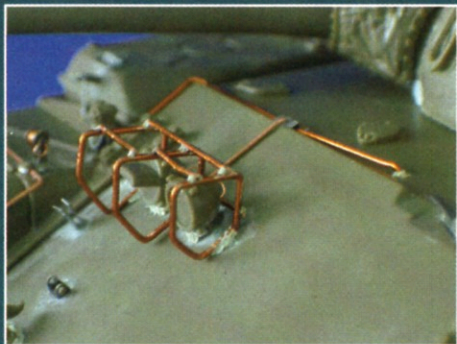
The missing pipes for the external fuel tanks were added from copper wire. These were really the only major omission from Tamiya's kit.



The big fuel drums on the back were beaten up to represent wear and tear.



Light guards were formed from copper wire.



Milliput was used to represent the welding marks on the light guards.



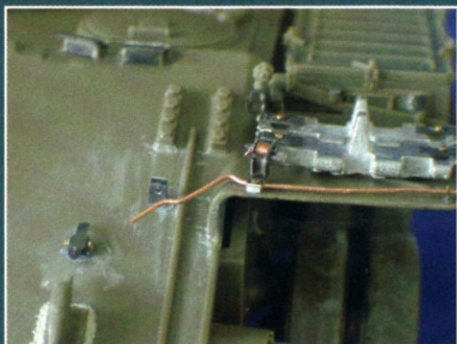
Fruil metal tracks were used to replace the kit's full-length vinyl items.



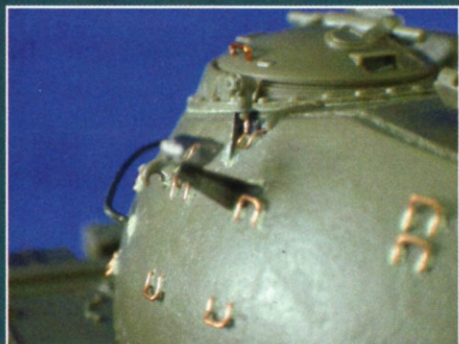
Extra detail was added to the cupola and hatch...



...inside and out.



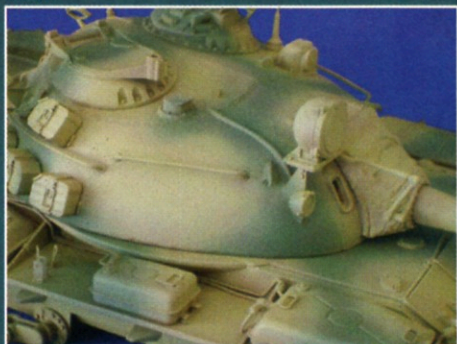
Track guards were thinned, while Fruil links were used for spare tracks.



Surface texture of the turret was enhanced with a Motor Tool.



The model received a base coat of camouflage colours using Tamiya acrylics. The base colour is Tamiya Acrylics XF-59 Desert Yellow mixed with XF-2 Flat White.



Burnt Sienna oil paint. Humbrol 62 and Humbrol black were mixed together to achieve a rust coloured wash. The mix was heavily thinned with white spirit and applied with a flat brush.



I worked on small sections at a time by applying the wash and immediately dabbed it with tissue paper and kept dabbing until all the excess had been removed and I was satisfied with the effect.



The exhaust is quite prominent, and was carefully weathered.

Pastels were diluted with water until they were the consistency of paste and applied to the lower part of the model.



◀ cage etc. I used Milliput by applying it with a fine pointed tool and then giving it a texture to represent weld seams.

The moulded grab handles on the fuel tanks were also replaced with copper wire.

The most time consuming task was creating the external fuel pipe system. I had to constantly refer to actual photos from the book 'T-54/55 Variants in Detail'. Eduard

photo etched (35554) was used as extra detailing, although not all the parts, as I preferred to scratch build some of my own using copper wire and lead foil.

As the T-55 has no form of side skirts to help cover the tracks, I opted to use the Friulmodel metal tracks ATLO1. I simply love these tracks for their weight and the authentic look they give to a finished model.

PAINTING & WEATHERING

I started by giving the model a white primer coat of Tamiya Acrylic XF-2. Once dry, I proceeded to spray the base coat and for this I mixed Tamiya Acrylics XF-59 Desert Yellow and XF-2 Flat White. Once the paint was dry, I took the Tamiya XF-65 Field Grey and applied the camouflage.

For the wash, I used Burnt Sienna oil paint, Humbrol 62 and

Humbrol black mixed together to achieve a rust colour. The mix was heavily thinned with white spirit and applied with a flat brush. I worked on small sections at a time by applying the wash and immediately dabbed it with tissue paper and kept dabbing until all the excess had been removed and I was satisfied with the effect. I re-applied the wash on some areas where I felt that I had removed ►



Spare ammunition boxes for the machine gun line the turret.



I re-applied the wash on some areas where I felt that I had removed too much or generally just wasn't happy with the initial effect.



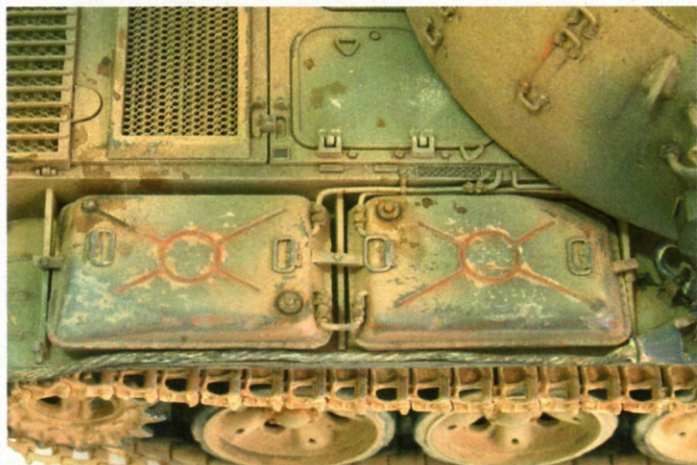
The tow cable was weathered using the pigment paste mix, scrubbed off vigorously when dry.



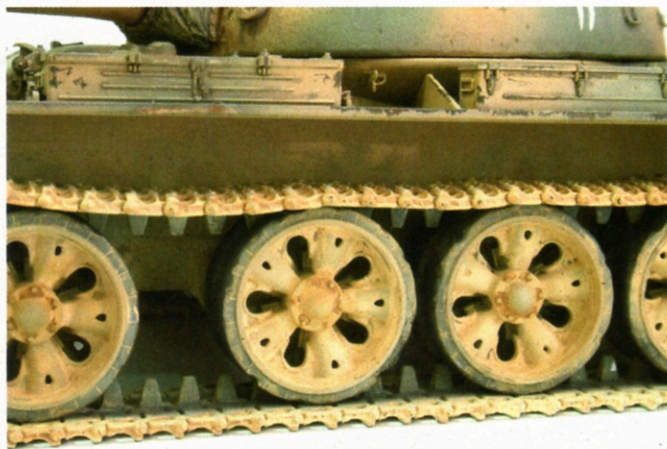
Chipping was achieved with a graphite 8B pencil.



The effect of the various weathering techniques combine to create a realistic finish.



The extra time and effort spent on the fuel drums is well worthwhile.



The heavy application of the pigment paste is obvious here. Most of the mix remains on the lower hull, as you would expect to see on the real vehicle.



Light guards and the tow cable look very realistic.

too much or generally just wasn't happy with the initial effect. Remember, the original paint colours used will generally darken and change in tone after a colour wash has been applied, so it's best to bear this in mind when applying the basic paint colours, because if you use dark colours to start with, they will be very dark by the time you finish!

Next, I took pastel pigments and diluted them with water until they were the consistency of paste. I applied this paste to the lower part of the model, i.e., the lower hull and parts of the front glacis, beneath the track guards and the

rear plate. The wheels, tow cables and tracks were also weathered this way. Once the pigment had fully dried, and it is important that it is completely dry, I took an old stiff brush and started to remove the excess dried pigment. I kept scrubbing until I was satisfied with the amount of dirt I wanted to leave on the model, an important point here is to do this in a well ventilated area, or even outside if possible due to the large amount of very fine dust that will be flying around from the action of the brush.

CHIPPING

With a graphite 8B pencil, I went over the edges that are prone to abrasion by the tank crew. After running around the edges with the pencil I gently rubbed them with my little finger to buff the pencil lead and bring out the shine for a realistic metallic look. When all this

was finished, I took Vallejo Model Color No.98 Olive Drab and started to apply scratches with a fine pointed brush. On the green areas I used a mixture of Vallejo Model Color No.977 and White to simulate the scratches. For rain streaks I used sharpened pastel pencils, by first drawing a straight line down from where I wanted the streak to appear, then taking a flat brush and carefully using downward strokes to blend and soften the pencil line; this, I think, is a simple and quick way to simulate subtle dirt and rain streaks. I also used this technique for the rust streaks. Once I was happy with the result

Tamiya's T-55 is a beautiful model - accurate and easy to build.





of the weathering process, I used Tamiya XF-55 Deck Tan heavily diluted with Tamiya thinners and airbrushed the lower part of the tank and to a lesser extent, the upper surfaces, before misting on a final light coat from a distance of about 40cm. The next day I take a close look at the finished model and if I am satisfied with the result, I declare the model finished and move on to another.

Note the beaten-up spare fuel drums with the dangling hose.

CONCLUSION

I fell in love with this tank and rushed off to buy another one for a future project. It is absolutely fantastic that so many versions can be made from the Tamiya's T-55 kit.

I really enjoyed building this model and it sparked me off to indulge myself with post-war and modern tanks. It was a nice change from the usual Panzers that I build! ■

Modelspec

Tamiya 1:35 T-55A

Kit No.35257

Accessories

Eduard Photo etch 35554 T-55A.
Friulmodel metal tracks ATL01.

Paints used

Tamiya XF-2, XF-55 Deck, XF-65 Field Grey, XF-59 Desert Yellow, Vallejo Model Color No.98 Olive Drab, Vallejo Model Color No.977.

References

'T-54/55 Variants in detail' by Wings & Wheels Publications.

- ✓ Excellent kit with potential for many versions.
- ✗ Barrel is fixed and does not elevate.

Available from

Tamiya is distributed in the UK by The Hobby Company Limited www.hobbyco.net
Friulmodel available from Historex Agents
<http://www.historexagents.com/shop/hxshop.php>
Eduard is available from LSA Models www.lsamodels.co.uk

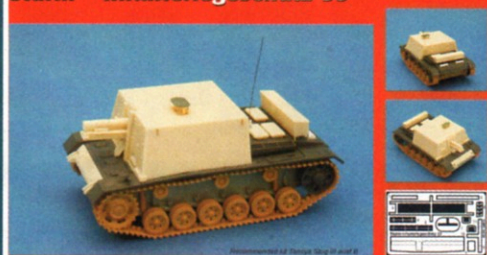
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model 1941 type 112 Sormovo "panzer turret" type 2" conversion set for Tamiya kit



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CHERBOURG 1944

In this instalment, Justo Mira describes the painting and placement of the wrecked railway cars and the buildings for his 1:72 scale Cherbourg 1944 diorama.

PART THREE



▲ The twisted and burnt out carriages received a base coat of Tamiya' acrylic XF-64 Red Brown.



▲ Highlights of Vallejo Model Color 951 White was added by brush.



▲ Rust and charring effects were achieved with various Mig Pigments - P023 Black Smoke, P025 Standard Rust and P027 Light Dust - mixed with Mig Thinners.

PAINTING THE BALLAST AND THE RAILWAY TRACK

The ballast was painted using two colours. I glued the ballast and the earth with a mixture of water and white glue.

I painted the ballast with a soft hand to ensure that the different colours were still obvious.

Initially, the sleepers were the same colour as the railway. After a base coat, I added a wash from Vallejo.

RAIL COLOURS

- Base rail: Tamiya Acrylic XF-64 Red Brown.
- Dry-brush rail: Silver 11 Humbrol + Titan oil paint No. 74, Raw Umber.
- Wash wood: Titan oil paint No. 74 Raw Umber and No.84 Black Smoke.

PAINTING THE STRUCTURAL WALLS

First, the base colour was applied by airbrush using Tamiya acrylics. I then painted some individual bricks in different tones with Vallejo acrylics.

Selected bricks were dry-brushed with Humbrol enamels.

The white walls (and other colours too) received an oil wash to simulate dirt and grime.

STRUCTURAL WALL COLOURS

- Base brick walls: Tamiya Acrylic XF-9 Hull Red + XF-64 Red Brown.
- Base white walls: Tamiya Acrylic XF-2 Flat White.
- Washes over bricks: Humbrol enamel Matt 34 Matt White on large walls; Titan Oil Paint No.74 Raw Umber on small walls.
- Brick Tones and Highlights: Vallejo Acrylic Model Color 985 Hull Red, 929 Light Brown, 941 Burnt Umber.
- Dry-brush bricks: Humbrol Enamel Matt 62 Leather.
- Dirt effects: Titan Oil Paint No.78 Burnt Umber 78 and No. 74 Raw Umber.

PAINTING THE BUILDING, THE ROOF AND DOORS

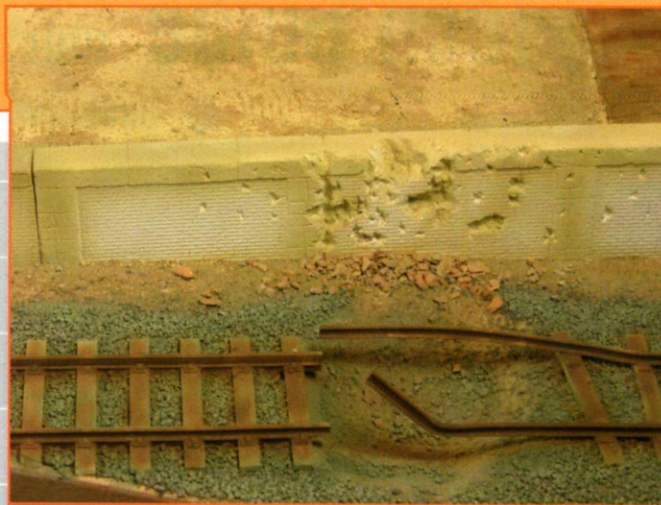
The interior part of the roof was painted and weathered before capping the building.

The doors were also finished before they were attached to the railway workshop.

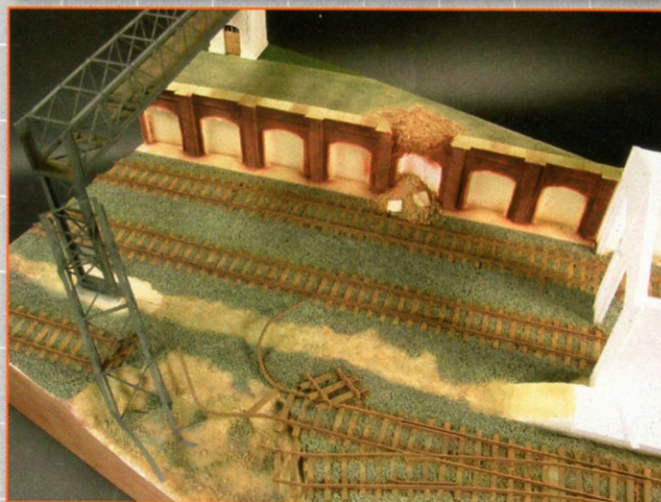
BUILDING, ROOF AND DOOR COLOURS

- White walls: Base: Tamiya XF-2 Flat White; Titan No. 64 Raw Umber wash.
- Green walls, doors and beams: Tamiya XF-2 Flat White + Tamiya XF-20 Medium Grey + Tamiya X-28 Park Green.
- Washes for Doors and Beams: Humbrol Matt 62 Leather.
- Chips on the Doors: Vallejo Acrylic Model Color 985 Hull Red, 929 Light Brown Rust and Oxide Effects: Titan No. 100 English Red Clear; Rembrandt Orange Chromium.
- Roof: Base Colour - Tamiya Acrylic XF-19 Sky Grey; Tones - Tamiya Acrylic XF-19 Sky Grey + XF-2 Flat White Wash. Tamiya: Titan No. 74 Raw Umber. ■

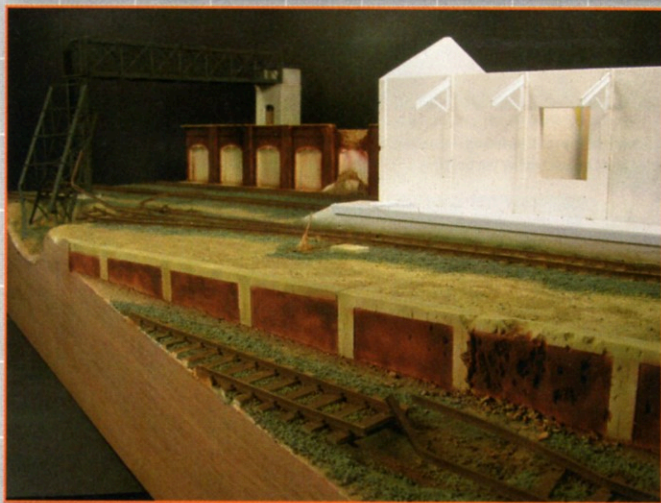
Ballast was initially painted in two shades of grey.



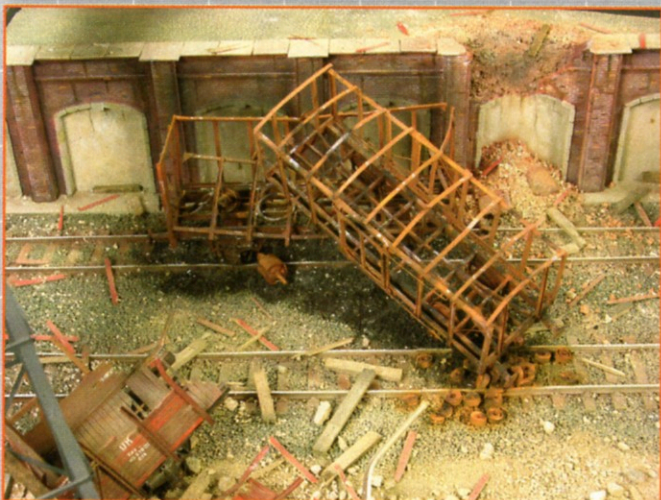
The railway tracks and sleepers received a base coat Tamiya Acrylic XF-64 Red Brown.



The tracks were also treated to dry brushing with silver, and various washes.



The twisted carriages were carefully placed over the area previously painted with black to represent the charred remnants of the cars.

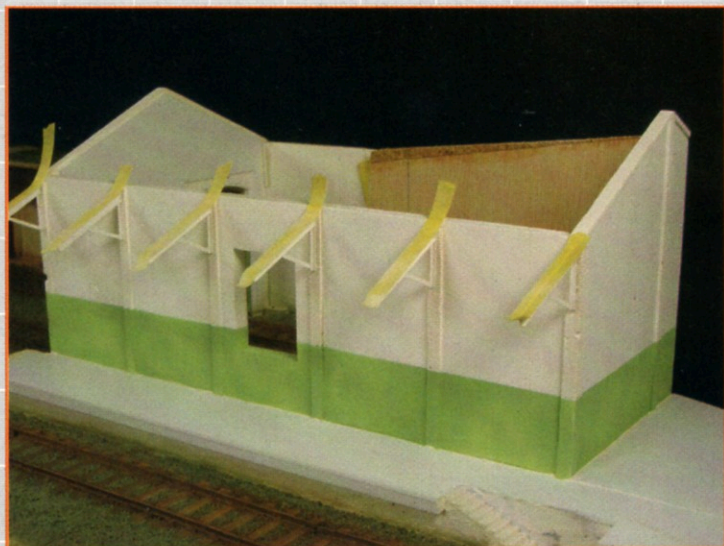




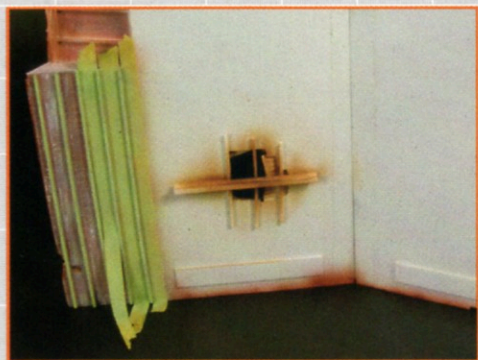
Tech Guide - SMALL SCALE DIORAMA



▲ The exterior of the walls were masked and sprayed Flat White and a pale grey green mix using Tamiya paints.



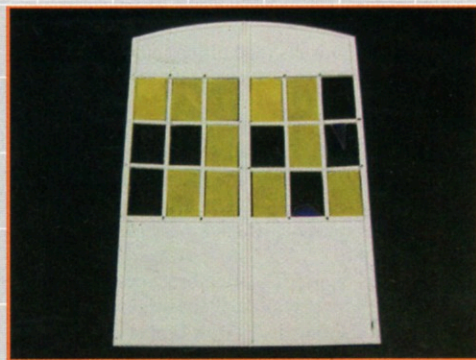
▲ The green shade is a blend of Tamiya XF-2 Flat White + Tamiya XF-20 Medium Grey + Tamiya X-28 Park Green.



▲ The interior of the roof, including the damaged sections, were painted prior to assembling the building.



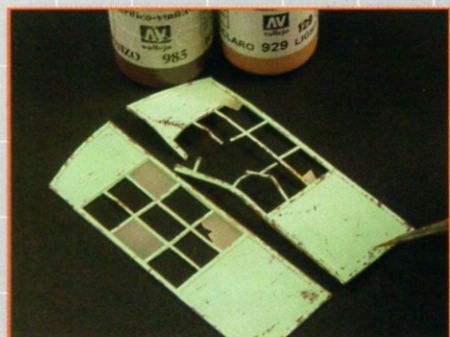
▲ Brick sections outside the building were carefully masked and sprayed.



▲ The workshop doors are very prominent, and they justify a fair amount of effort. The remaining windows and masked off.



▲ The pale green-grey mix is sprayed on as a base coat.



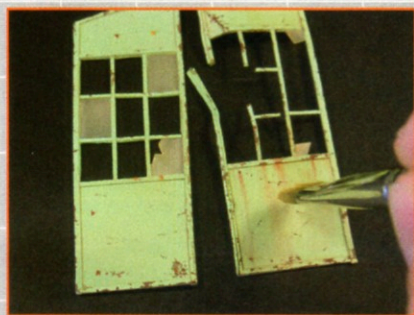
▲ The doors are "chipped" using dark brown paint applied with the tip of a fine brush.



▲ A wash of Humbrol oil paints blends the chipping effect.



▲ Spots of red and yellow oil paint are now applied.



▲ These spots are blended with a soft brush damp with oil thinners to deliver a streaky rust effect.



▲ The result is a pleasingly weather-beaten set of workshop doors.

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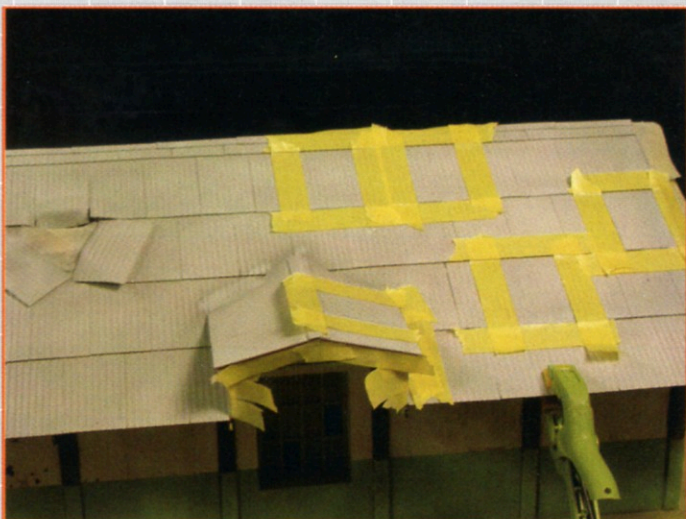
Tech Guide - SMALL SCALE DIORAMA



▲ The building in place, alongside the painted ballast and railway tracks.



▲ The workshop doors draw the eye with their broken windows and rusty finish.



▲ The roof received a base coat of Tamiya Acrylic XF-19 Sky Grey before masking off individual sheets with Tamiya Masking Tape.

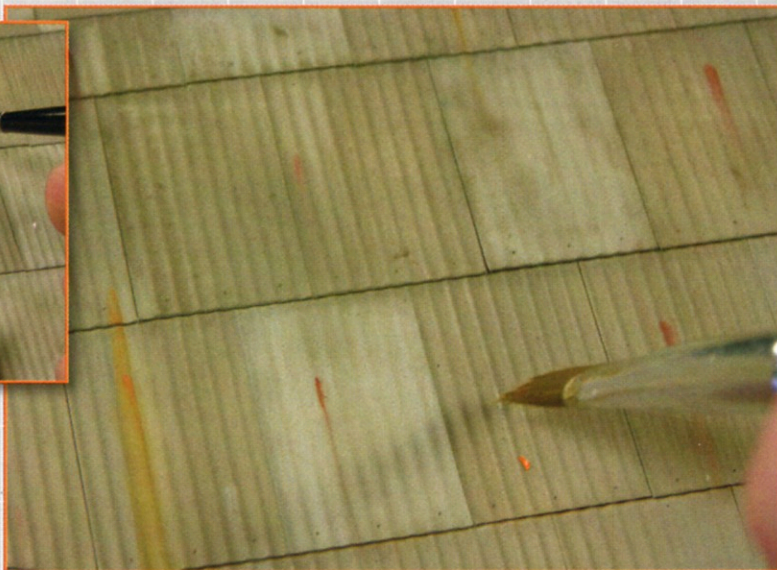


▲ Grey and White were mixed and sprayed to lend some variety to the large, uniform roof.

The stark contrast is toned down using various techniques. The pale grey sheets are washed with a mix of oil paints.



◀ Here we can see the spots of oil paint being applied.



▲ The spots are being blended with a damp brush for a streaky rust effect.

NEXT TIME: Justo will describe how he painted the rest of the wagons, the large bridge and the vehicles.



TOUGH TUSK II

Jim Wechsler is suitably impressed by Legends' ambitious 1:35 scale TUSK II conversion for the Abrams tank.

The TUSK II Update kit for the M1A2 Abrams is a follow-on to the original TUSK upgrade. TUSK stands for Tank Urban Survival Kit and is intended to enhance the Abrams' effectiveness in urban combat environments.

The TUSK II is most easily distinguished from the earlier TUSK I by the scalloped reactive armour tiles called ARAT II (Abrams Reactive Armor Tiles II) which are now mounted on both the hull side skirts and the turret sides. Another distinguishing feature is the extensive series of protection shields for the loader and tank commander known as the 360 deg. shield. These came from combat experience in Iraq. Also added is a second .50 cal MG that is slaved to the main gun increasing the firepower available to the gunner when the main cannon is not necessary. Rounding about the major changes is an anti-IED mine plate on the lower hull. There are many other more subtle changes as well and the Tankograd book listed below is a great source of information.

THE KIT

Legends released the TUSK I update set a few months ago

and this offering builds upon that one. The bulk of the kit is a series of very nicely cast resin parts. Supporting them are two sheets of well-done photoetch. This mixed media approach allows Legends to nicely capture many of the subtle details in photoetch while still keeping the overall complexity to a reasonable level.

That said, this is a complex kit with each of the ERA tiles cast as separate parts and some needing plastic strip spacers to be added as well. The instructions are the typical Legends series of color photos with the part numbers called out. So you really need to study the instructions carefully and come up with a game plan to install all of the parts in a logical order.

The ARAT II tiles on the hull side skirts are mounted on top of the ARAT I tiles along with some additional brackets that are provided in photoetch. The tiles themselves have nice backside detail including the lifting strap which is cast in place. With a little careful painting and washing, they should look really nice. The ARAT II tiles on the turret attach via another set of photoetch mounting brackets and the entire assembly looks great but it is

pretty complex.

The loader and Tank commander blast shields are nicely cast resin pieces with photoetch window frames. The windows themselves must be cut out of a very thick piece of clear plastic that is provided. Legends provides no instructions on the dimensions of any of the windows so you'll have to measure for each one once the photo-etched brackets are assembled. Speaking from personal experience, this is pretty hard and cutting such thick plastic is even harder.

Also on the turret top is the new .50 cal that mounts on the main cannon's mantlet. This is a really well rendered and the armored electrical housing that runs back along the roof is also provided. In addition, Legends provides some nice updates to the loader's and tank commander's stations including searchlights along with some wire to coil into the power cord.

On the bottom of the hull is the anti-IED plate that is in two halves. I was surprised that when I did a test fit the width of the two parts is different and they have a little different shape where they meet. This will mean a lot of putty and sanding work to get them blended together.

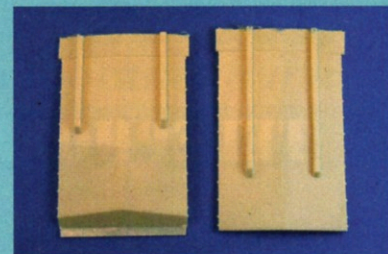
CONCLUSION

This is a great kit but complex. Legends has started to add some pretty long pour blocks to their parts to minimize air bubbles and warping which is good but now requires a lot of clean up. However, the details look great and they appear to match the photos on the real M1A2 w/TUSK II very well. So with a little effort, the modeler can make an excellent representation of the latest version of the Abrams. ■

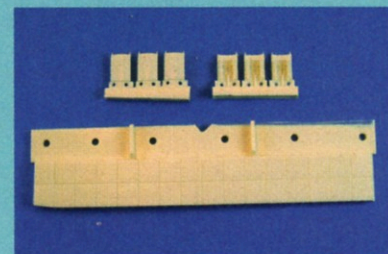
Reference:

M1A1/M1A2 SEP Abrams TUSK Tankograd Publishing.

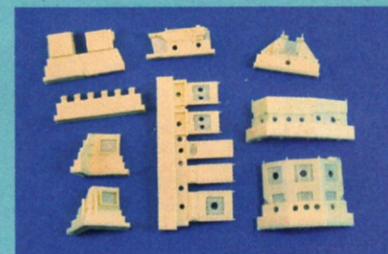
Thanks to Lucky Model for the sample www.luckymodel.com



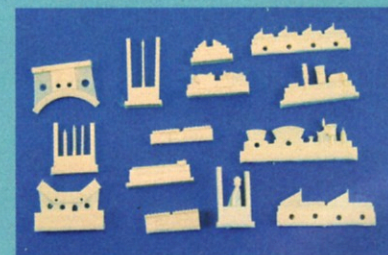
The set includes some large resin castings.



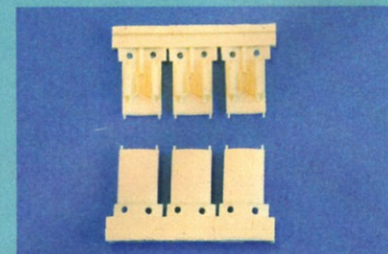
Tiles are supplied in long strips.



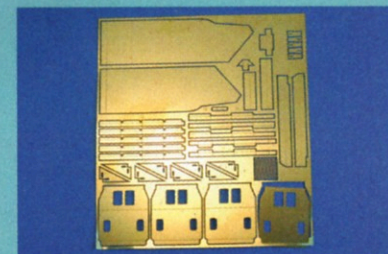
Casting blocks on the smaller parts are manageable.



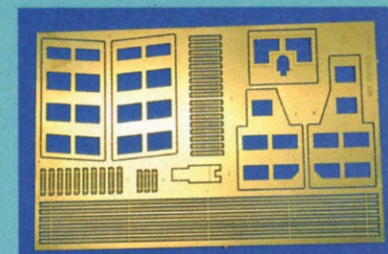
This is quite a complete but complex conversion.



Nice detail is cast onto the rear of appropriate parts.



Resin parts are supplemented by two photo-etched frets.



The second photo-etched fret.

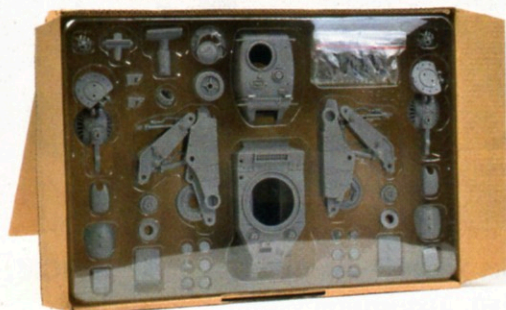


Instructions are supplied on colour sheets.



Photographs guide the construction process.

The resin parts for the Walker kit are securely packed between two clear vaformed layers.



FANTASY AND FACT

The Editor discovers an interesting range of high quality fantasy models, along with some totally factual figures from Dust Models.

DUST is a fictional world based on military history combined with science fiction and fantasy, created by talented artist and author Paolo Parente.

This imaginary space is set in the Cold War era of the 1950s, which conveniently allows for the use of weapons that might look familiar to WWII aficionados, along with newly developed technologies based on fact and fiction.

Three superpowers are vying for supremacy - the Anglo American, the Axis Berlin-Tokyo and the Sino-Soviet Union blocks. They fight in the freezing Antarctic, on the Russian steppes, in the deserts, under the sea and in laboratories.

Dust Models has translated this fantasy realm into three dimensions with a range of kits and figures.

U.S. MEDIUM COMBAT WALKER "MICKEY M2"

The first item for review is a 1:35 U.S. Medium Combat Walker "Mickey M2", comprising around 60 parts in grey coloured resin. The senses are overwhelmed when the brown cardboard box is opened, both by the sheer attractiveness of the luxuriously laid out parts, and by the invigorating scent of new resin. Each of the major parts individually ensconced in vacuum formed clear plastic.

Casting quality is perfect, and detail - both raised and recessed - is crisp. The model comprises of a main hull, somewhat reminiscent of an M5 Stuart tank, with a separate turret (think of an enclosed and streamlined M8 GMC turret) and legs. The turret and hull feature separate hatches, and the legs may be adjusted to various walking poses.

Although some of the resin parts are quite big, casting blocks range from non-existent to minimal, so cleanup will be fast. The main parts feature large positive pins and locating holes, making for almost snap-tite assembly in places.

Assembly is described in three illustrated steps on the back of an A5 sheet of paper. If you thought Tamiya kits were easy to build, wait

until you get a load of this one!

Being a fantasy vehicle, you can please yourself when deciding on camouflage and markings.

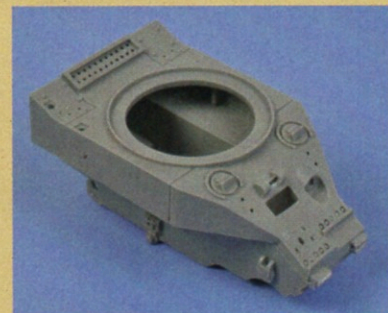
DUST WWII FIGURES

Dust has expanded its range to include historical WWII figures too. These may be used as crews to populate the fantasy vehicles, but they will be equally at home with 1:35 scale military models. Once again, all these releases are packed into stout cardboard boxes with the resin parts securely sandwiched between two clear vacformed layers of plastic.

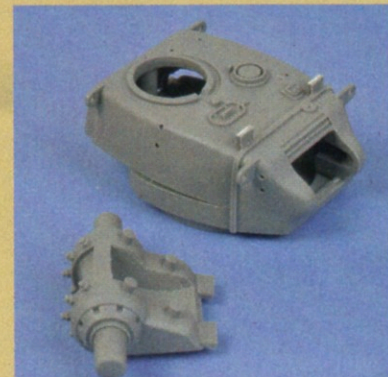
Set No. D35025 is a pair of U.S. tank crew figures. Two complete figures are supplied. They are both standing, with one peering into the distance and the second, wearing bib and brace, leaning on his right arm (probably against a cupola) and pointing.

Set No. 35019 is a Soviet tanker clad in a long coat, while Set No. 35021 is a German Officer wearing a sheepskin jacket. Once again, casting quality is perfect for all these releases.

Whether you are a fan of fantasy vehicles and figures, or a dedicated follower of history, Dust Models will have something for you. I look forward to hearing more news about future releases. ■



The three-piece hull bears more than a passing resemblance to a Stuart tank.



The resin parts feature large, positive locating pins and holes.



The legs may be posed in various walking or standing poses.



The smaller parts are as well presented as the large resin assemblies.



The 1:35 scale U.S. figures may be used as a crew for the Walker, or for a WWII model tank.



These painted figures are in the Dust Models website. Quality is superb.



The Corporal is wearing the Tanker's bib and brace.



My photo of the Soviet tanker on display at Shizuoka does not do justice to the terrific sculpting and painting.

Thanks to Dust Models for the sample
www.dustgame.com



Diary Dates

To have your event included on this page, send your details to: **Diary Dates**, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel:01525 222573 Fax:01525 222574 Email:editor@modelmilitary.com

September 4th

Cornish Scale Modellers (IPMS West Cornwall) annual model show will be held on 4 September 2010 at St.John's Hall, Alverton St.Penzance, TR18 2QR from 10:00-16:30. There will be Clubs, Traders, & Competitions on the day. Admission - adults £1.50, children £1. Contact Tim Rowley (Chairman) 01736 757945 or Dave Edwards 01736 360683. e-mail ipmswestcornwall@hotmail.co.uk

September 19th

The Sutton Coldfield Model Makers Society Model Spectacular 2010 will be held on Sunday 19th September from 10.00am to 4.30pm. There will be a model competition in Junior & Senior categories, Visiting Clubs and Traders Admission £3.00, Concessions £2.00 Contact Point for Clubs - Matt Johnson 01827 61155 Contact Point for Traders - Robert Day 0176 654 0469 Website: - <http://suttonmodellers.fotopic.net>

October 3rd

The 2010 East Anglian Model Show will take place on Sunday, 3 Oct 10, at Ipswich Town Football Club, Portman Road, IPSWICH, Suffolk IP1 2DA, between 10:00am and 4:00pm. Admission is £3.00 for adults, £1.00 for accompanied children (12 years and under) and £1.50 for concessions and unaccompanied children. The event incorporates the East Anglian Model Competition, which features specially commissioned winners' medals that are attractive and truly unique. A bar and refreshments are available throughout the day. More information may be found online at www.ipms-ipswich.org.uk, or by email to Kelvin English at kelvin.english@live.co.uk

October 20th-24th

IPMS-Hellas Annual Expo - Competition The IPMS-Hellas Annual Expo - Competition will take place from 20 to 24 October 2010 at the Apollo Multi-center in Piraeus, Greece (see the map here: <http://www.nomarihaieiraia.gr/Templates/polihoros/7.htm>). The competition will be held in

the Main Hall and this year there shall be a separate hall for the trade stands.

For more information please visit: www.ipms-hellas.gr/index_UK.htm
Or contact us at this e-mail: ipms-hellas@windowslive.co

October 30th

Gravesham Military Modelling Society will be holding their annual Open Day and competition on Sunday October 30th at Chalk Parish Hall, Lower Higham Road, Chalk, Gravesend, Kent. The show has a great friendly atmosphere supported by local traders and model clubs, as in previous years the competition classes are open to all with a maximum of three entries per person in any one class. Doors open at 10.00 closing at 16.00. For further details and bookings please contact Jean Bickerstaff on 01474 327003 G.M.M.S. web site may be found at www.gmms.org.uk Sat Nav post code DA12 2NB

November 6th

IPMS MIDDLE TENNESSEE MODEL CONTEST

IPMS Middle Tennessee will be hosting their club contest on 6 November 2010.

The venue will be the Rutherford County Agricultural Center, 315 Rice Blvd, Murfreesboro, TN 37129, USA.

Doors open for vendors at 6:30am, and for the public at 8:00am.

For additional information please contact Novus Henry by email on nhenryjr@bellsouth.net or by phone on (615-478-2305; or Tom Winter by email at a330driver@bellsouth.net or by phone on (615)-479-7737.

May 15th 2011

MIDLAND EXPO 2011 IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011. We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and visitors who used to attend Midland Expo at the old venue.

THIS MONTH IN TMMI



Tamiya Model Magazine International 177 - July 10

- Shizuoka Hobby Show 2010 - TMMI visits Japan for the big modelling event
- A second look at Tamiya's 1:32 Spitfire Mk.IXc
- Tamiya's 1:24 Aston Martin DBS and Full-size references
- Tamiya's JSU-152 from the Battle of Berlin 1945
- Badger Velocity airbrush preview

and much more...



OUT NOW

www.tamiyamodelmagazine.com

THIS MONTH IN MAI



Model Airplane International 060 - July 10

- Kwik Builds of the HobbyBoss 1:72 UH-1C by Ben Pallister, Special Hobby 1:48 IMAM Ro.57bis by Richard A. Franks and the Trumpeter 1:144 Me 262A-2a by Steve Abbey
- John 'Tigger' Wilkes tackles a second 1:72 Canberra PR.9, this time from Airfix
- The second and final part of the feature by Cyrus Tan on converting the Italeri 1:48 Mirage IIIE into an IAI Kfir
- Converting the Hasegawa 1:32 Bf 109G into the Hispano HA.1112M1L by Daniel Zamarbide

and much more...



OUT NOW

www.modelairplaneinternational.com



Figures

- A round-up of the latest figure sets on release...

DRAGON

1:35 SCALE GERMAN WIKING DIVISION KOVEL 1944
ITEM NO. 6519

The 5th SS Panzer Division Wiking was one of the elite units of the Waffen SS. In 1944, 5 SS Wiking were sent to the defence of Kovel where they were promptly encircled by Soviet forces. Despite the odds stacked against them, 5 SS Wiking broke out and withdrew with most of its personnel and equipment intact. Dragon has now released a 1:35 scale figure set featuring four Panzergrenadiers of the Wiking Division at Kovel in 1944.

Dragon's new set comprises four figures in various action poses, plus equipment and weapons from their superb Gen 2 series. Each of the figures is made up from separate arms, legs and a single-piece head

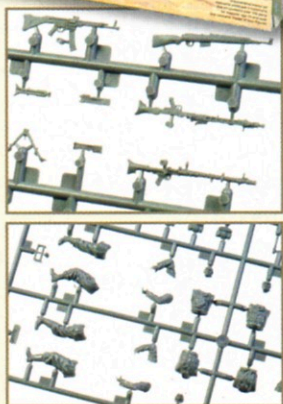
attaching to the torsoes. Helmets are also supplied separately.

Equipment and weapons are provided on two sprues. All the regular infantry gear is included, along with multiple KAR 98 rifles and MP 40s, plus one of each of an MG 34 and MG 42 machine guns plus an StG 44 Assault Rifle. These are all beautifully detailed, with the latter three weapons even featuring hollowed-out muzzles.

This is a nicely presented and versatile set for fans of late-war dioramas and figures.

Dragon kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Brett Green



AC MODELS

1:12 SCALE US MARINE, SOUTH PACIFIC, WW2 (ACM10B015)
90MM WW1 MINENWERFER WITH FIGURE (ACM9007)

Here are the two latest releases from AC Models, the first, a Marine in the South Pacific looking quite bedraggled. There are four resin parts and two small lengths of brass rod. Construction will be simple, though it appears that we are seeing a very similar head on this figure as to others, a small gripe but nothing to serious. This is a nice bust.

Next we have a WW1 subject - a Minenwerfer and a figure. There are thirty eight resin parts and a copper piece, making this a little more complex, and a A4 instruction sheet for the Mortar. The surface details look to be quite nice, although there will be a little cleaning on some of the parts before building. The Mortar looks to be a well detailed kit on its own. There is also a figure with this, who is in a relaxed pose and dressed in behind the lines attire. I personally would have liked to have seen something more front line. Overall though, this is a great set of a subject not seen often enough.

Thanks to Andy Cairns of AC Models for review items.

Andrew Judson

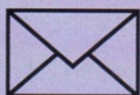
RANDOM REFERENCE!

JAPANESE TYPE 96 ARMoured PERSONNEL CARRIER

Here are some photos of the eight-wheel Japanese Type 96 Armoured Personnel Carrier on display at the 49th Shizuoka Hobby Show 2010. The vehicle was camouflaged in flat brown and green with sprayed demarcation.

We might be taking a closer look at this vehicle in a future issue of MMI.





Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com
The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.

CHANGES TO MMI

Dear Brett, I have been very pleased to see the improvements that you have gradually introduced into MMI over your time at the helm. I like the way that the magazine isn't just about building and painting projects. You've given it a broader spectrum by introducing more about the hobby, the tools, and the history of the vehicles.

I am sure that there are a lot of readers out there like me that have little experience, yet have a desire to learn and practice. Your magazine is an invaluable source of information.

The 'Tech Guide' articles are the ones I always leave to last, the ones I read slowly, the ones I constantly refer to when building and painting. It is so helpful to be able to read how it's done in detail. I especially found the series regarding airbrushing useful. Paint mixes and air pressures were all a mystery to me.

You've brought interest into the magazine by having articles on the vehicles, the history, the photographs and colour profiles. They are informative and a good read. I really like the colour profiles. They are inspiring. It is good to see builds of the same vehicle by different brands in the same issue, they can help when making a choice before spending hard earned cash. Then along comes 'Camo Corner'. The article on Middle East camouflage is yet another useful idea. It all helps to build on our knowledge and understanding, and contributes to assisting us make our models as authentic as possible.

I still have quite a few pots of Humbrol 'Authentic Colours' from my teen modelling years. One of which is HPI German Overall Sand. This colour appears to be a drab mix of yellow and green. It looks to me to be a truer representation of dunkelgelb rather than the yellowish sand colour that most late war German military models that are featured in MMI are finished in. The vast majority of those appear to be in too much of a yellow shade, almost too bright. I started to have my doubts about the authenticity of the Humbrol authentic colour until I saw the article in issue 02 (way back in June 2006) of your magazine on the subject of the P50. The photograph of the actual wreck that the model was based on had some of the original colour showing through and it bares a remarkable resemblance to the Humbrol shade. The yellowish green colour looks to be a more useful camouflage colour

in real combat conditions than the brighter yellowish sand most commonly seen on models. Olive Drab is another colour that can give course for discussion.

Modelling is a form of art. The best modellers appear to have an artistic flair, but if you are to go out of your way to ensure that a given model has the authentic pattern track or the exact idler wheel then surely it is just as important to use the accurate paint colour.

I'm keen to understand how to arrive at the right shade of colour to finish models. There is a confusingly wide range of paints in the market place. Which are best, what are the correct mixes to make an authentic colour? Whatever happened to the Humbrol 'authentic colours' range? Wouldn't it be so much better for authenticity, consistency and accuracy if brands such as Tamiya, Vallejo etc were to introduce an authentic range of colours based on the true colour? This would also make good business sense. As far as I am aware only Lifecolor appear to have a range like this, it was interesting to read the letter and your response on the question of light and the effects it has on scale. I'm sure that there is a good business opportunity to produce accurate military colours for 1/72 1/48 and 1/35 scales.

I have also noticed the very positive and friendly nature of your replies to the letters you print in the letters column.

There have been many improvements, I feel sure that I am not the only one to mention this. They are so many and so welcome that I felt I should write to acknowledge and thank you for them.

The quality of the articles, photography and layout is excellent. There are a lot of changes that you have made that I had on my wish list for years. The best gets better!

Yours faithfully,
David Butcher
Algeciras, (Cadiz),
Spain

Ed Says: Hi David. Thanks very much for the kind words. I have been thinking about what I might do as Editor of a print magazine for a long time, and it is both a privilege and quite a lot of fun to be able to now put some of the ideas into practice. Of course, the basic framework would be wasted without the wonderful content of MMI's talented ensemble of contributors. I am very pleased that you like what we have done so far. Stay tuned for more!

AAV-7 IN ITALIAN SERVICE

I have just finished reading the last issue of Model Military International and, as a fan of modern armour (being a tank officer in the Italian Army), I was particularly interested in the AAV-7 articles. While reading the article, I thought you may be interested in publishing some photos of Italian Army AAV-7s in action in Lebanon: it may be an ideal follow up to this article, showing the less known, but equally interesting, Italian vehicles. I have plenty of pictures (both in action and walk around) of carrier, command and recovery versions of the AAV-7, taken by myself in Lebanon.

Best regards,
Paolo Fanin
Italy

Ed Says: Hi Paolo. Thank you very much for your kind offer. The preview photos you have provided here look very interesting indeed and I am sure our visitors would love to see more. I will be in touch about putting together a Think Tank piece.





MINIART 1:35 SCALE US WWII MOTORCYCLE, WLA ITEM NO. 35080

When I saw that this kit was due for release I have to admit that I was excited. Finally, a well detailed 1:35 scale version of a motorcycle widely used by various forces throughout the war. The WLA is part of the Harley Davidson family and I noticed that probably due to licensing purposes Harley Davidson is not mentioned on the boxtop at all. Before talking about the kit I would just like to say that the box art for this is very nice and one could use this as quite an accurate colour reference.

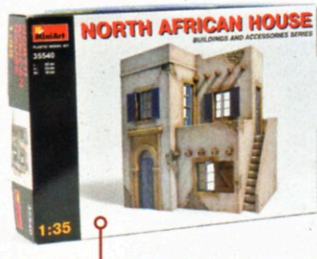
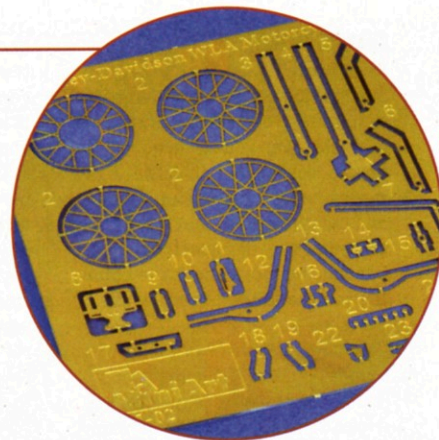
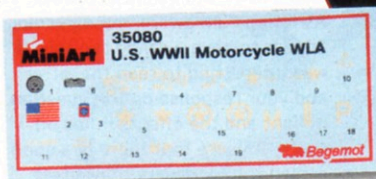
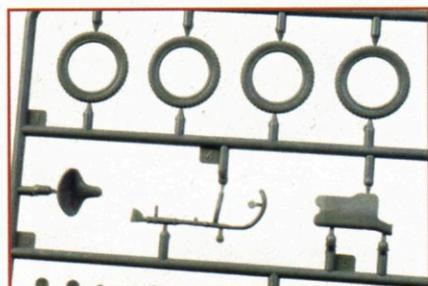
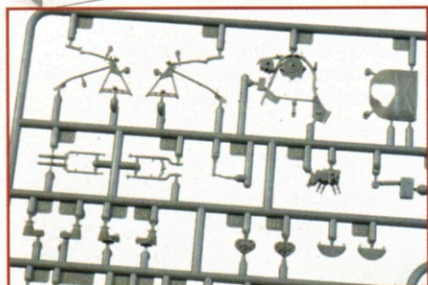
So now to the good bit - the model. Inside the box is one sprue of grey plastic parts, a sprue of clear parts a small sheet of photo-etch, a decal sheet and lastly a set of well-drawn and easy to understand instructions.

The quality of the parts is excellent with very fine details and minimal cleanup. The stand out area for me, however, is the photo-etched parts. These have been well thought out, especially the spoked wheels that have a forming jig in plastic to correctly create the characteristic dished shape of the original. Also included is a second jig for bending other parts, a very clever idea.

The markings represent the Military Police of the 82nd Airborne Division, so this would be great for European Theatre of Operation subjects.

Quite obviously, I like this kit very much, and would recommend it to all, whether for a small vignette or a larger diorama. I am not sure what I will use mine for, but I can't wait to get started!

Highly Recommended.
Thanks to Creative Models Limited for the sample
www.creativemodels.co.uk
Andrew Judson



MINIART 1:35 SCALE NORTH AFRICAN HOUSE • ITEM NO. 35540

The latest from MiniArt in their building series is a North African House, which one could use in many North African and Middle East scenarios from Colonial through both World Wars and up to current times.

In the box are eleven sheets of vac formed plastic for all the main building parts and two sprues of finally detailed parts in injection moulded plastic, including door and window frames, some well moulded louvers, and spares like wrought iron fencing.

Assembly will require care and looks to be time consuming when removing all the excess plastic, but with care and preparation it should not be too difficult.

This is a nice addition to MiniArt's growing range of buildings, and I am sure will be a popular choice.

Very nice indeed.

Highly Recommended.

Thanks to Creative Models Limited for the sample www.creativemodels.co.uk

Andrew Judson



AIREDALE CASTINGS 1:35 SCALE T-54 TURRET CONVERSION

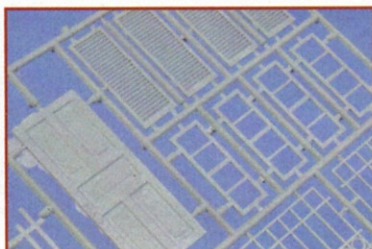
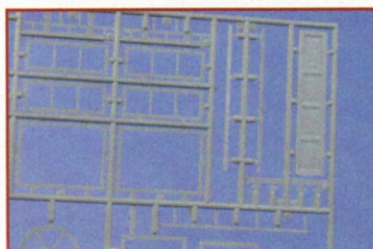
Airedale Castings have again teamed up with master builder Andy King for this release. This T-64 Turret Conversion set consists of just five well cast pieces that comprise a barrel, turret and its base, a mantlet cover and finally the distinctive mushroom-shaped ventilator cover on the top of the turret. There is a lot to like about this update. The casting of the turret is remarkably thin, with the turret wall thickness being almost in scale. The barrel has a thick metal bar insert in its middle, so it will not warp over time. If a T-54 is on your build schedule, I recommend you look at this update as it is very well done and is a credit to both the master builder and the caster.

The only known source for this product at the moment is directly from Airedale castings and I am very grateful to them for supplying this review sample.

Highly Recommended.

Airedale Castings products are available directly from their website: www.airedalecastings.pwp.blueyonder.co.uk

Luke Pitt





CMK UPDATES

GMC TYPE 270 OHC 4416 ENGINE. ITEM NO. 3116

STUG III AUSF G ENGINE COVER CORRECTION SET. ITEM NO. B35 060

STUG III AUSF G EARLY ROOF CORRECTION SET. ITEM NO. B35 059

These new sets from CMK are very well cast and are intended to save the modeller time.

The Engine for the GMC is intended for the Tamiya "Jimmy" and covers just 8 parts. The detail level on the pieces is superb and would be a worthwhile addition if you want to display your model with an exposed engine. The next two sets are for the Tamiya Stug III and are intended to correct the very minor problems with that kit. Both of these updates could be achieved in an afternoon of modelling with the Tamiya kit, but having said that, these sets will save you time if purchased.

Recommended.

Thanks to CMK / MPM for the samples.

Luke Pitt



HOBBYTRAX

1:35 SCALE

ITEM HT-005 - TIGER II

ITEM HT - 008 - PANTHER D-G

Hobbytrax slogan says it all: "Helping you get on the right track". Hobbytrax tools were a really nice surprise. They are based on a very original idea I am certain that they will fill a big gap in the market. Every armour modeller needs to place tracks on their tank or half-track models and we all know that sometimes this job can be a real pain. But those times are over.

Hobbytrax provides a new line of jigs to get, as they say, "on the right track". It does not matter if you are using vinyl, plastic, resin or metal tracks. Just place them in the jig and voilà!

Their website offers many tips to get the best from their tools and I am certain that they will be an important and constant help with my modelling projects.

Highly Recommended.

Thanks to Hobbytrax for the review sample www.hobbytrax.net

Jose Brito

BISON DECALS

1:35 SCALE

• **DECAL SHEET 35110 HUNGARIAN, ROMANIAN AND BULGARIAN STUG III G**

• **DECAL SHEET 35111 BULGARIAN Pz.KPFW IV / MAYBACH T-4**

• **DECAL SHEET 35112 BULGARIAN TANKS IN WWII**

Bison Decals always seem to come up with something new and different and these three new decal releases really fit the bill.

I have often been amazed when modellers continue to churn out endless kits of the same version of, say, a German Tank in the same marking choices as everybody else. What we need is choice and, dare I say, something different. The first of Bison's new decal sheets covers the German Stug III in Romanian, Hungarian and Bulgarian service. The colour schemes range from the standard three colour German patterns to white wash examples through to olive green. The Hungarian examples are very attractive; as they have very large 3 digit numbers on the side schutzen and would look particularly different on Stug III. The other variation that caught my eye was an overall green example in Romanian service. The key word here is variety, and the choices here are outstanding.

The next set covers the Pz.Kpfw IV in Bulgarian service and covers examples in sand, whitewash and green. The most interesting example on this sheet is the overall green example with large Russian stars on the turret schutzen and bottom of the hull.

The last sheet in this batch includes a wide variety of AFV's including the Vickers 6 ton., Pz.kpfw 38t, Cv33, Renault R-35, Sd.kfz 222, Opel Blitz, Bmw R-75, Hetzer, Pz.Kpfw 35T and a Kubelwagen.

All of these schemes are different. For example, an Sdkfz 222 in overall green and a Cv33 in a lovely 3 colour hardedge scheme.

The decals themselves are very thin with high print quality and density in evidence.

Highly Recommended.

Thanks to Creative Models Australia for the samples www.creative-models.com.au

Luke Pitt

SKP MODELS

1:35 SCALE

MAYBACH HL42, ENGINE SET FOR DRAGON SD.KFZ 250

ITEM NO. SKP 057

SKP from Czech Republic is one of the most prolific companies in the world. Their releases are very regular and always very interesting.

SKP has recently released a Maybach HL42 engine for the Dragon's Sd.Kfz 250 that is a delight. In fact this set is much more than the engine. This will be a "kit inside the kit". The resin casting is flawless. This set also includes a small fret of photo-etched parts and a concise and clear instructions booklet laid out over 15 steps!

This set will greatly improve Dragon's model and will add an extra touch of authenticity to the engine bay.

This set is a good example of the great products made by SKP.

Highly Recommended.

Thanks to SKP Model for the sample www.skpmodel.eu

Jose Brito



NEVER SAY NEVER

"You have no photographic proof!" is a cry I have heard many times over the years in both competitions and on web-based forums. Even when photographic proof is provided, it is subject to cross-examination, debate and, in some instances, ridicule. Interpretation of black and white photos, for example, can be a minefield with some camps saying it is one colour while others saying another. How many times have you heard "they never did that!" only to have photographic proof turn up a few years later?

When I was a teenager, I used to enter competitions quite often. In one particular competition I had entered an old Banda 1:48 scale T-34. In an effort to hide the quite horrible tracks, I had applied mud to the entire track area. I had based this on a photo of a knocked out example that was basically in a bog. On this particular day we had a guest judge that was in the army and he judged the models. Being a small club we used to have a Q&A session when the models were judged with the judge stating why he felt one model was better than another. On this particular day this judge told me "Son, mud just doesn't stick to tanks like that". Well, being a shy teenager I just took

it on the chin and moved on with my reasoning being "well he's in the Army so, he should know" (he was also almost twice the size of me and didn't look like he would take any lip from a pimply faced teenager!)

Years have passed and I now know he was completely wrong, mud sticks to anything and anywhere! What he was basing his comment on, was his known experience and I now know he basically drove a desk!

Which leads me to my next thread - is photographic evidence necessary? Well, in most cases it is, but it should be remembered that only a small percentage of photographic evidence is in existence. Men in combat have much more important things to do than to take photos. I have often taken a photo from one particular tank and made some other tank in that unit, this gives me more artistic freedom. I may sound like a heretic here but it works for me, and gives me more impetus to build.

Until next time *Luke Pitt*

Recent Events

AMPS 2010

At the recent AMPS competition, a group of 1:48 modellers got together to fly the 1:48 flag. Here is a photo of these fine young men.



Standing, left to right: Andrew Birkbeck, Dave Hopkins, Sean Brzozowski, Alan Vandam, Dave Hall, Bruce Culver, and Phillip Young.
Kneeling left to right: George Romano, and Winston Vermilyea

RED ZEBRA LIMITED

DROMEDARY CAMELS • ITEM CODE 1

Two Dromedary (one humped) camels are supplied in this set; together with a colour instruction sheet with colour photos of real camels to aid painting. The casting on these is very well done with no air bubbles present. Two reclining camel bodies and two neck and heads are supplied in different positions. I am impressed with this release, and they would work well with any Middle Eastern Diorama for any period.
Recommended.

For more information or to order Red Zebra products, email paulwade100@tiscali.co.uk



GASO.LINE

40MM BOFORS ANTI AIRCRAFT GUN ITEM NO. GASS0166

The Bofors anti aircraft gun has a certain style about it that has always attracted armour builders over the years. It is great to see that Gaso.Line has seen fit to release this gun, complete with trailer. The castings are very well done and come complete in three bags with an excellent instruction booklet, complete with US maintenance images. The part count on this kit is quite high. The kit comes with a turned barrel and a photo etch fret by Hauler. I was particularly impressed with the level of detail in this kit. It looks well thought out and easy to put together. Overall this is a very impressive release from Gaso.Line and would look great being towed by a Jimmy or indeed as a standalone piece.
Highly Recommended.

Gaso.Line products are available online from Quarter Kit Shop www.quarter-kit.com/

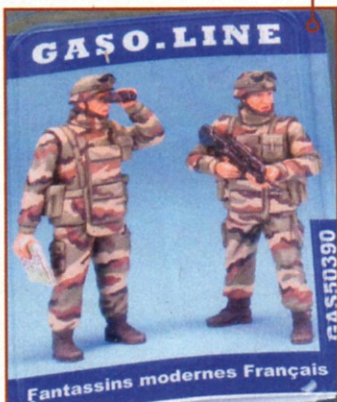


GASO.LINE

MODERN FRENCH INFANTRY • ITEM NO. GASS0390

Gaso.Line has released some wonderful modern French vehicles over the years and I have always liked the "French Style" in regard to armour design. It is fitting then, that these two new figures will work with the current modern designs being released by them. These two new figures are welcome, as, firstly, they are very well done and secondly, come with four sets of arms so different poses can be achieved with the bodies included. The figures themselves have the correct bulk and height with the boots, weapons and fabric folds in particular, showing finesse that is not normally seen in figures of this type.
Highly recommended.

Gaso.Line products are available online from Quarter Kit Shop www.quarter-kit.com/

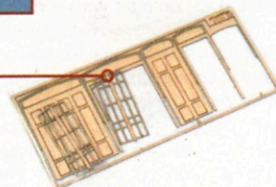


DEJUGUETE

BUILDING FACADE KIT 48103 WOODEN SHED KIT 48300 BRICK WALL SECTION KIT 48304

I mentioned this new start up aftermarket producer a few issues back and I now have samples of the product. I must say that I am impressed with the quality and the completeness of the product provided. All of Dejuguete's products are cast in resin and are quite frankly superb. The casting is first class, with not a hint of an air bubble anywhere. The textures on the surfaces are well defined. The building facade, for example, has so many textures on the building surface itself that it almost defies belief. Also included is a wooden laser cut fret for the widow surrounds and doors. It really is a complete package. The wall sections also has a wooden laser cut fret, and again goes the extra mile to include more than other diorama products of this type. I will go out on a limb here and suggest you buy some of this product and see for yourself how good they are.
Highly Recommended

Dejuguetes products are available online from www.dejuguete.es



MMI 1:48 Scale Q & A - Antonio Martin Tello

Antonio Martin Tello is a native of, Zaragoza (Spain) and works as scientific researcher in chemical industry. He is mainly a 1:35 modeller, but recently he has made some very fine models in 1:48 scale. He believes that 1:48 is a very suitable scale for military vehicles, and now plans to alternate between 1:35 and 1:48 on his workbench. He also runs a website www.afvplanet.com, which has allowed him to meet and feature a lot of modelling talent from all over the world. I have picked Antonio this month as he is another crossover modeller that sees the benefits of both 1:48 and 1:35 scales. His detail work is impressive as is the finished product.

THE INTERVIEW

Luke: Hi Antonio. Good to have you with us. What would you consider to be your best 1:48 scale model and why?

Antonio: *I am honoured that you have thought of me for your section in MMI. I am not a prolific modeller by any means, but perhaps the one I like best is my latest, the Tamiya Marder III. I have used all the techniques I have learnt and practiced in 1:35 scale with, (I think good results) Also, this was my first Panzer Grey finish in many years and the first time I painted figures in quarter scale.*

Luke: What is the most influential 1:48 scale model that you have seen in print and why?

Antonio: *I could not speak of a specific model but I do admire and indeed am influenced by the models of some very talented modellers such as Luciano Rodriguez, Sven Frisch, Pat Johnston and Rick Lawler. I especially like Luciano Rodriguez work, who combines a mix of talent, fun and enthusiasm and in my mind has a very refreshing vision of the scale and modelling in general.*

Luke: If you had to pick one kit that should be made in 1:48 what would that be?

Antonio: *My two favorite tanks have always been the German Luchs and the American M24 Chaffee. I have done them in 1:35 and I know that there are resin kits of both available, but I would be very happy to see them as quality plastic kits in quarter scale.*

Luke: Yes a plastic model of a Chaffee would be most welcome. Thanks for your time Antonio, I look forward to your next 1:48 scale build



New Products

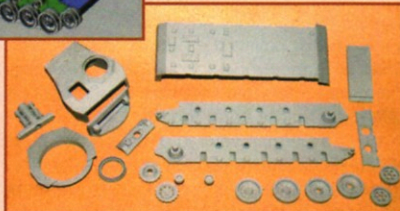
EVOLUTION MINIATURES

As mentioned in last month's column, we have now received photos of these new 1:48 figures from Evolution and if the images are anything to go by, they may well set a new standard. Quite simply, they look superb. I may have samples of these next month and will pass on my thoughts then.



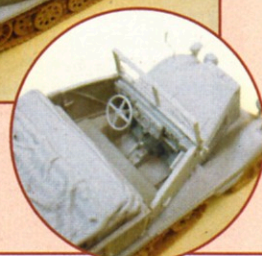
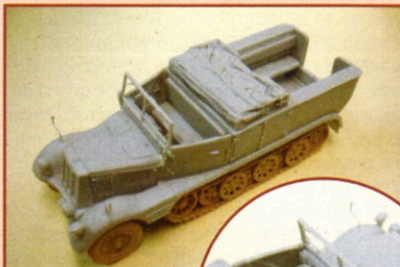
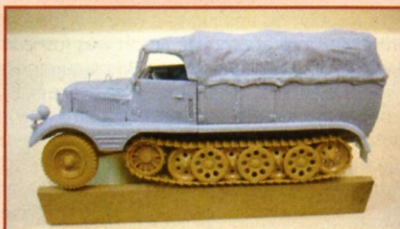
FIGHTING 48TH

Tim from Fighting 48th has now made public his next project - the mighty English Comet and it seems to be shaping up nicely. This will be (I'm told) a complete kit, and I for one am gathering my references for this much anticipated release.



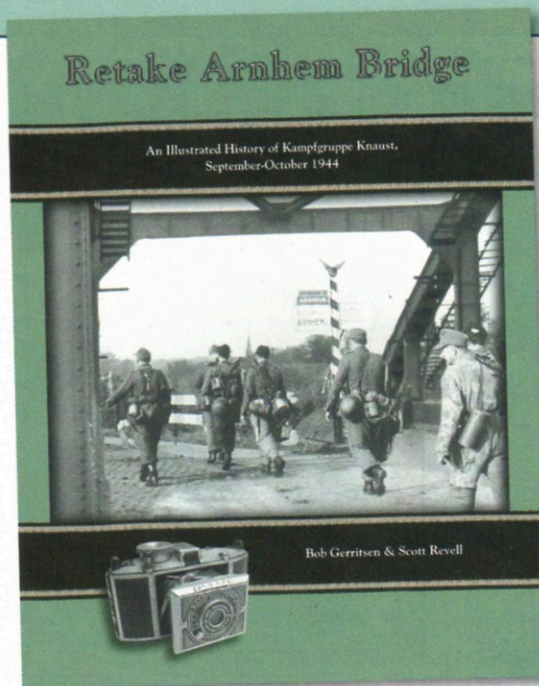
KENGI

Ken has now released photos of this next release. This will be an Sd.kfz. 11 3 ton half track. It looks superb in the photos. A German 10.5cm Howitzer to go with this will be released shortly after, great stuff!





Book Reviews



RETAKE ARNHEM BRIDGE

BY BOB GERRITSON AND SCOTT REVELL
RN SIGMOND PUBLISHING
ISBN: 978-90-812703-3-5

There are plenty of books on the subject of the battle for the Arnhem Bridge, but books from the German point of view are few and far between. In recent years the way we look at the Second World War has changed, and the German side of events is being looked at in from different perspective. "Retake Arnhem Bridge" is a book that covers the German counter attacks after the British landings in the Arnhem region, and the events that followed in the months after that. The way the Authors have done this is a bit different from the norm though.

In 1990, a German veteran of the battle for Arnhem, by the name of Karl-Heinz Kracht, presented a series of pictures he took while fighting in the Arnhem area to the Airborne museum at Oosterbeek. One of the Authors and the publisher thought it would be a good idea to publish the pictures in a book, and they started a search. They managed to trace Mrs. Sonja Kracht (now Keabel) the widow of Karl-Heinz Kracht. She presented not only the known pictures, but also the full wartime photo albums of Mr. Kracht, and agreed to let the Authors use them for publishing. The result is this fine book, which not only describes the known events, but also gives a human touch to the story. The book follows the whereabouts of Karl-Heinz Kracht from his enlistment in the Reichs Arbeits Dienst right through his training as a Panzer III loader/gunner. After the British landings at Arnhem, Kracht was rushed to the area as part of Kampfgruppe Mielke. After the British surrender at Arnhem, his unit was transferred to the Betuwe area between Arnhem and Nijmegen, which remained the frontline for months after the disastrous events at Arnhem/ Oosterbeek. Later he was transferred to 5. Kompanie Panzer-Regiment 16 and was taken prisoner by American troops at Easter 1945. Karl-Heinz Kracht survived the war, and died in 1999. The great strength of this book is the numerous interesting pictures from Karl-Heinz Kracht's private collection, as well as the pictures taken from various other sources to illustrate the events that took place in September-October 1944, most of which have never been published before. The book is interesting for modellers and military history enthusiasts alike. It gives not only a detailed list of events, but also gives an insight of the (German) soldier in battle.

As I actually live in the area I might be biased, but all I can say this is a great book that is not to be missed, especially if the Battle for Arnhem is of any interest to you. The book has 168 pages, 238 black and white pictures, 25 documents, 10 areal photographs and 11 maps of the area. It is hard bound and printed on good quality paper, and provided with a full colour dust wrap. As a nice extra a full colour German staff map of the Area is reproduced and enclosed with the book. It is available direct from the publisher, RN Sigmond Publishing, for €39,50 (ex p&p). For more information on ordering please contact Robert Sigmond at robert.sigmond@planet.nl

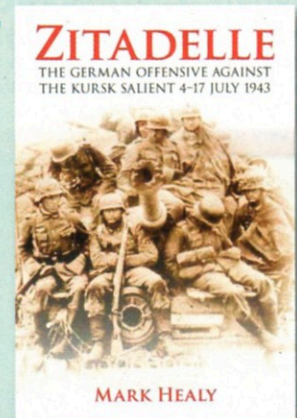
Highly Recommended.

Jan Peters

ZITADELLE THE GERMAN OFFENSIVE AGAINST THE KURSK SALIENT

BY MARK HEALY
THE HISTORY PRESS LTD.
ISBN: 978-1-86227-336-8

The Battle of Kursk is one of those clashes that really appeals to the armour aficionado: two armies facing off with millions of troops (just shy of a million in the case of the German forces) and thousands of tanks on a vast stretch of soil. It is also one of those battles that, fought between ideological opposites, has spawned many a myth. The uncritical copying of biased sources and shoddy research has led to a blurred picture. In more recent years a lot of headway has been made in filtering the image to something based more on fact and less on political myth.



NARRATIVE

Zitadelle aims to give the reader a comprehensive picture of the battle from prelude to epilogue. The text (apart from matters such as introduction, acknowledgements and appendixes) is divided into six parts. The first of these deals with the decision-making leading up to the actual battle. It starts with the forming of the salient and tries to give an insight in the factors on both sides, that played a part in the inception of Fall Zitadelle and the ensuing battle, from the role of intelligence to the decision-making among the top brass. Part two looks at the state of the armies at the time of the battle, with part three going into more detail about the state of the mechanized combat arms. Part four describes the combat action from July 4th to July 11th, whereas part five looks specifically at July 12th till July 17th, the time of the battle of Prokhorovka. The final part is reserved for conclusions about the outcome and costs of the battle.

STYLE

A book generally stands or falls with the quality of the writing. The writing in this particular book is of a high standard. Whilst the chapters strike a good balance between information and size for the average reader, the style of writing does so between information and legibility: the author writes in a manner that is both informative and enjoyable. His use of understatement even had me grinning from time to time. The description of certain situations might be a little lacking in distance for some, but it does a good job of pulling you into the the meetings that took place and the event that went down in history as a milestone in the battle on the eastern front.

ON THE DOWNSIDE

There are a few nitpicks in the book that need to be addressed. First of all, there are no endnotes in the book, even though the writing is of academic standard. This has been noted in many reviews which made me think. A bit of asking around about the book and I found out that the exclusion of endnotes was a publisher's decision. A work the size of Zitadelle was apparently already pushing the envelope and including the endnotes would have meant going through the ceiling. The book does include a bibliography for those interested in the sources used. A smaller point to note is the maps. For the reading of the book they will prove more than adequate, but those wanting to dive deeper into the matter might desire something more elaborate.

CONCLUSION

What you get in Zitadelle is a good book that narrates a comprehensive history of a battle that in many ways can be seen as a turning point in the fighting on the eastern front. This is not a book for those who spend every waking moment going through battle reports and recovery numbers with a magnifying glass trying to trace 'their' tank. For those who want to learn why this battle happened, try to get some insight in who fought on which part of the salient or those who dozed off during history class: get it.

Highly Recommended.
Benjamin de Groot

adhbooks.com



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MUD & DUST

AUSTRALIAN ARMY VEHICLES AND ARTILLERY IN VIETNAM

BY MICHAEL K. CECIL • AUSTRALIAN WAR MEMORIAL • ISBN: 9781741107678

When one thinks of the Vietnam war they usually think of the US and Vietnamese forces. However other nations contributed significant forces to the conflict in line with SEATO obligations. Australia was such a nation and contributed a Brigade sized force from 1965 having previously supplied highly skilled advisors since the early 1960s. The Australians used a large variety of home grown and overseas materiel in that conflict and this book is devoted to the AFV, vehicles and artillery used by the Australian Forces in South Vietnam. Previous books on Vietnam have covered the Australian Armour or specific vehicles but this is the first to my knowledge to attempt to catalogue all the AFV, vehicles and artillery used by the Aussies.

The Author is a curator at the Australian War Memorial and has taken advantage of the excellent photographic collection to pack this book with hundreds of B&W and coloured photos. 302 pages are packed with informative narration and pictures that fill 7 busy chapters that cover:

- Chapter 1 Introduction – including the Build-up, Sea Transport and shipping, Numbers Deployed and Vehicles on Hire from the US
- Chapter 2 – Artillery
- Chapter 3 – The AFV's including The APC turrets, Ammo Racks, the 113, Centurion MBT, Modifications, Employment of the MBTs, Mine Clearing and a Tp Leaders View
- Chapter 4 – Light Vehicles including CL & GS vehicles, Trials, Choosing Land Rover, Trailers, Adaptations, Captured and "Charity " vehicles
- Chapter 5 Medium Vehicles – CL & GS types, Dumps, the 6X6 GS trucks, Special Purpose, Wreckers & Tilt beds
- Chapter 6 Heavy Vehicles including Low Loaders for Engineering plant and Tanks, Heavy Cargo and heavy Dumpers
- Chapter 7 Engineering Plant
- 3 Appendices including Vehicles deployed, Paint Colour Guide & markings

Each chapter is well written and supported by photographs but also contain recollections of the service men and women who crewed these vehicles which really rounds out a very appealing book. Many unique and rare equipments are covered and the scope of the equipment amazed this reviewer who though he was quite knowledgeable on the subject.

The first chapter deals with shipping the materiel to Vietnam on converted aircraft carriers (The HMAS Sydney) and cargo ships. It also covers the rarely mentioned Army Small Ships that served in Vietnam including the LSM's and LCM's. It is rounded out by sections on the vehicle numbering and vehicles hired from the US including M48 tanks used for mine clearance, M108 SPG's, M52A1/M127A1 12 Ton semi trailer combos plus numerous light and civilian vehicles.

Chapter two deals with artillery and covers the modernisation of Australian Artillery, the search for a good Jungle gun and the M2 105's in service. AFV's are covered in chapter three and mainly is devoted to the 113 APC family and the Centurion tank. A lot of detail about the experiments with armament and protection plus the project to fit the T50 and M74 turrets to APCs is found alongside the organisation of cavalry squadrons in this chapter. The Centurions are covered in detail including specialist variants, modifications and tabular information regarding the fleet. Organisational tables of both cavalry and tank squadrons have a wealth of useful information including callsigns and radio configurations. The chapter is finished with a troop leader's recollections of his service in Vietnam.

From the heavy stuff we jump to the light vehicles including Land Rovers and civilian type vehicles used by the Army and Government and non government organisations. There is even a small sections on captured vehicles including the Citroen 11 CV used by the Nurses at 1 Fd Hospital after being painted pink and getting a few hippie flowers added!

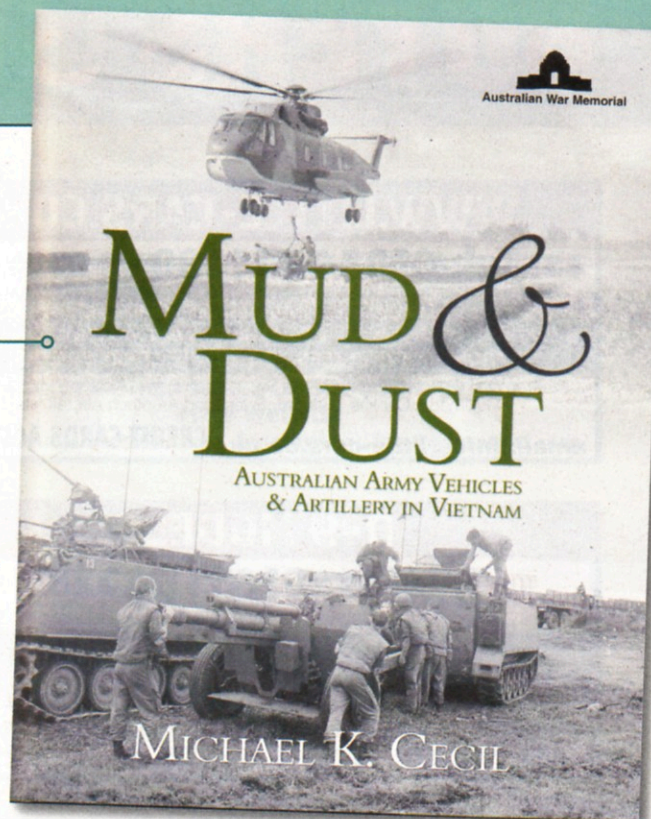
The medium vehicles, mainly the Mk 3 and Mk5 F1 trucks, are in the next chapter alongside the US supplied M543 wreckers that did sterling job in Vietnam. Following on is the chapter on heavy vehicles including Semi Trailers and Low Loaders to move the engineering plant and tanks around. Heavy engineering dump trucks round this chapter out.

The last Chapter covers the engineering plant from bulldozers of all types to graders, scrapers, water purification plant trailers and every conceivable engineering equipment in between. The three Appendices covering a tabular listing of the equipment, colour guides and marking guides complete an excellent book. This is a fantastic book crammed with rare photos of the massive variety of materiel used by Australians in Vietnam including equipment hired especially for the conflict and not forgetting the oft overlooked Army Small Ships contingent. It is highly recommended to vehicle modellers, fans of Australian military equipment, historians and nostalgic veterans. Mike Cecil has done a fantastic job in pulling this all together in one book. It is not a definitive and detailed history but it is what it claims to be - a book covering the Australian Army Vehicles & Artillery used in Vietnam.

Highly Recommended.

Purchased by the reviewer. Available online through the Australian War Memorial website www.awm.gov.au/shop/item/9781741107678/

Al Bowie



Notes: The slave instrument was packed in 30-FU Whys, Nid Fat. The slave runs provided clean, air-conditioned work spaces for measurement, spikes, and tidal rigging. Placed on leveling blocks, the International 21-cm Nix 1 Mk 3000 runs did relatively few kilometers during their time in Vietnam, but provided an essential repair and maintenance facility (at LAOS, ARMA 707/051 004).





Below: The Bridgeway, c. 92B, arrives at FND Clark on 25 May 1968. In the foreground are the generators providing power to US Divisional Landing Battery, and in the background is a US Army M48B T1C, the two-ton cargo variant of the M48A1 FCV. Although the T1C was first purchased by the Australian Army in 1956, the type was not deployed to Vietnam. Rather, JATF had US Army vehicles and crews under command for operations where the T1C was required. NWM 1912/35-010



Notes: A Common gas tank crossing a bridge. Tank No. 8 had a Common bridge layer. The bridge is laid over the existing abutments and piers of a small stone bridge previously destroyed by enemy action. The overall length of the Common bridge is 15.85 m, and it is able to span a gap of 13.72 m. It can support a vehicle of up to 80 t. ARM J00073.001

Next Issue

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C11-ADF - 1941 Ford "Heavy Utility" Station Wagon

Simon Herbert returns with a fascinating conversion of a civilian vehicle in 1:24 scale to a license-built staff, radio and scout car.



Walking the Bulldogs

Dave Aungst presents his 1:285 scale Walker Bulldogs in a teeny weenie scene.



Anti-Tank Half Track

Chris Wauchop builds and details Dragon's 1:35 scale Sd.Kfz. 251/22 Ausf. D.

LAV-R

Andrew Judson tackles the Recovery variant of Trumpeter's LAV family, accompanied by Stuart Ransley's "Think Tank" reference piece.



FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!



...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



The Last Post...



SUPPORT YOUR LOCAL MODEL SHOW

We can't all globe trot to the big hobby conventions in Japan, Europe and the USA, but we can certainly make it to our local model shows. It seems to be model show season in my neck of the woods at the moment, with the local NSW and Canberra shows within a few hours of where I live. I am just about to pack for the 1,000km drive down the highway to the Melbourne Model Expo too.

Your local model show is not only a chance to enter competition, but also to meet like-minded modellers, catch up with friends and grab some bargains on the sale tables.

There are usually some very nice

models on display as well. Here is a small selection from the recent ACTSMS show in Canberra, Australia. The images show a 1:72 scale Semovente, a 1:48 scale KV-1 and a very clever "Museum Display" diorama featuring a 1:700 scale Destroyer.



PICTURES AND VIDEOS ON THE WEB

If you have not had enough of the Shizuoka Hobby Show, you can find several videos that I have posted on Missing-Lynx. Just go to Missing-Lynx "What's New" page (missing-lynx.com/new.htm) and scroll down to the entries for 14 and 16 May. The videos cover the opening ceremony at Shizuoka, and a summary of new military model releases.

I also had many photos that I could not fit in to my article on the Tamiya BT-7 in this issue. I have posted some of these to the Model Military International website www.modelmilitary.com, in the "Gallery" section.

NEW COMPANY – INSIDE THE ARMOUR

Inside the Armour is a new aftermarket company specialising in 1:35 scale resin and photo-etched interior sets for British and Commonwealth AFVs. Their initial offerings include:

35001 - Churchill MkIII Interior (For AFV Club 35153)

This set offers a fighting compartment and turret interior for the AFV Club Mk.III Churchill. This kit includes:

- over 90 resin parts
- over 90 photoetched parts
- detailed 6 pdr breech
- full turret interior including number 19 set and full basket assembly
- detailed drivers controls
- full pannier stowage
- optional gun elevation controls for free or geared elevation
- suitable for all 6pdr armed MkIII Churchills from the first production model to the last armed with the 6pdr (including Dieppe Churchills).

35002 - Matilda MkIII/IV Interior (for Tamiya 35300)

A full fighting compartment and turret interior for the recent Tamiya release

- over 50 resin parts.
- c200 photoetched parts including accurate 2pdr ammo stowage with internal wall supports
- new number 19 set with etched 'cage'
- detailed 2pdr breech with etch receiver frame
- turned 2pdr (MKX) and BESA barrels included
- includes CD with specially commissioned internal walkaround of a MkIV Matilda courtesy of Toadmans Tank Pictures.

35003 - British AFV Radios

A pair of the most common radios found in British RTR and RAC vehicles and tanks of WWII (as well as immediately before and after) the Number 19 WS and Number 11 WS. As far as I am aware, this is the only number 11 set available in 1/35 scale.

35004 - Matilda 2 pdr upgrade (for either Tamiya Matilda)

Detailed breech, turned barrels and etch to allow modellers to add this much needed missing part of their Matilda turret interior. This will be very much visible through an open hatch.

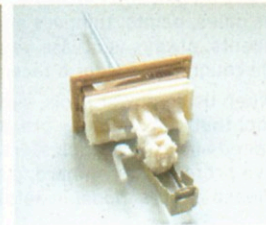
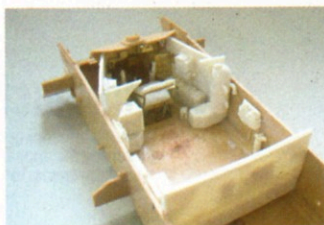
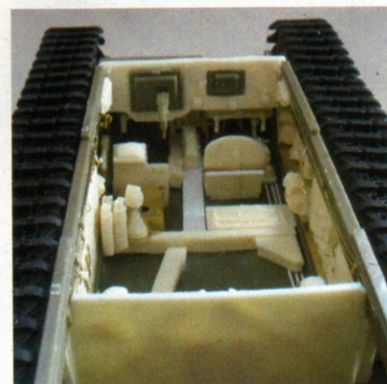
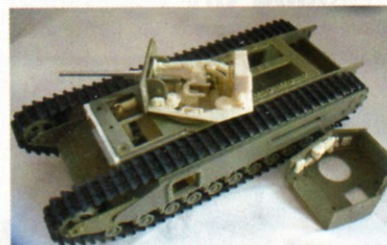
35005 - Churchill Mk.III Turret Interior (For AFV Club 35153)

All the turret parts from the 35001 release for those that want a bit of interior detail, but not the whole thing.

35006 - Crusader Mk.I 2pdr upgrade.

A multipart upgrade for the Italeri Crusader MkI to allow modellers to leave the very large turret hatch open. Includes turned barrels, resin and etch parts.

We should be seeing some of these products in the flesh (or more likely in the resin) before next issue, so we will look forward to examining them in more detail.

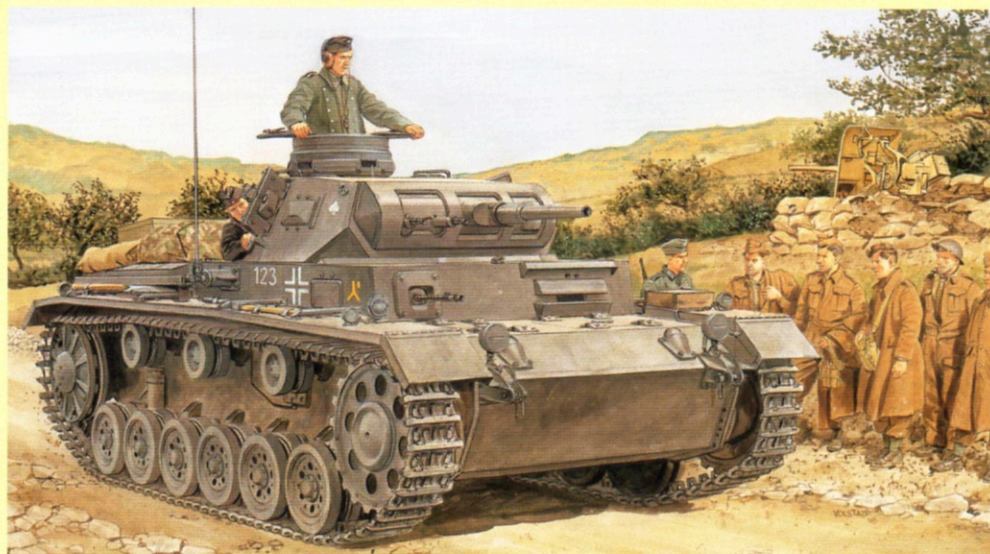


Engineered for modeling enjoyment

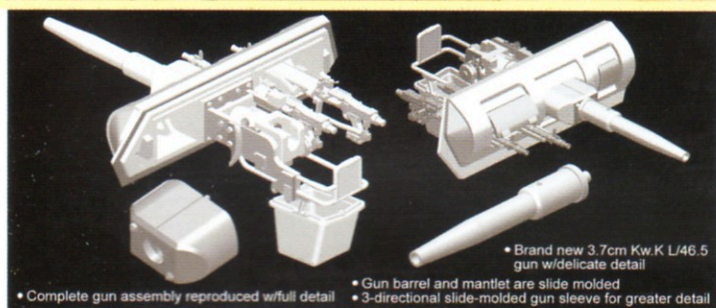
Plastic parts with enhanced detail

Unprecedented value

Ready for instant assembly!



• Brand new Pz.III Ausf.F realistically produced w/authentic detail



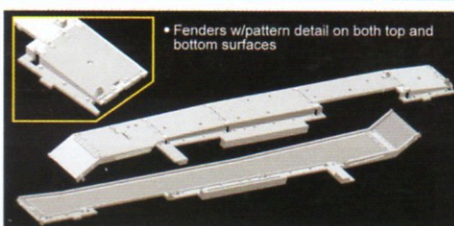
- Complete gun assembly reproduced w/full detail
- Gun barrel and mantlet are slide molded
- 3-directional slide-molded gun sleeve for greater detail



- Newly tooled slide-molded engine deck for Pz.Kpfw.III Ausf.F Initial Production
- Engine hatches can be assembled open or closed



- Newly tooled starter crank port cover can be assembled open or closed



- Fenders w/pattern detail on both top and bottom surfaces



- Rear hull accurately tooled w/smoke candle rack



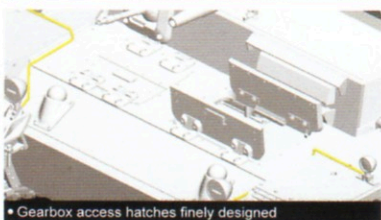
- Cupola hatches can be assembled open or closed
- Vision ports w/open or closed option



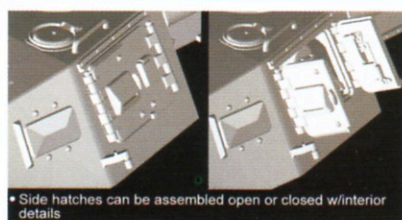
- Slide-molded cooling air intake
- Photo-etched air-intake grills



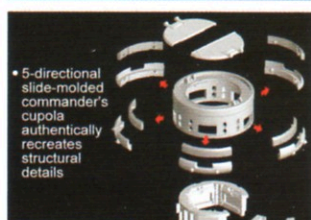
- Injection plastic fender lock for accurate presentation



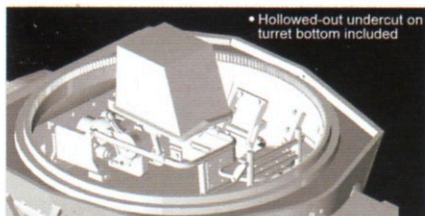
- Gearbox access hatches finely designed



- Side hatches can be assembled open or closed w/interior details



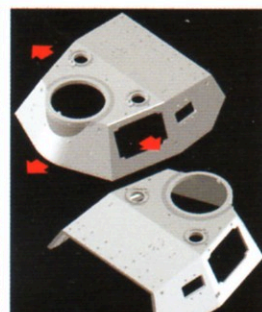
- 5-directional slide-molded commander's cupola authentically recreates structural details



- Hollowed-out undercut on turret bottom included



- Newly tooled idler wheels
- Detailed track tension adjuster



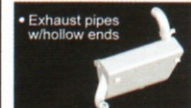
- Turret realistically made by 3-directional slide molds



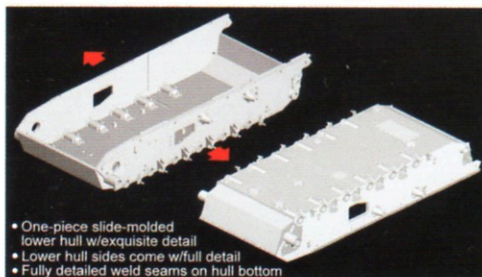
- Final-drive housing covers are separate parts for maximum detail
- Accurate sprocket wheels
- Road wheels w/accurate detail



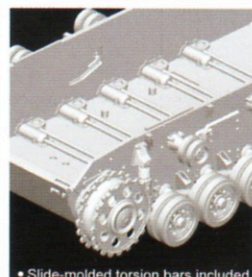
- Exhaust pipes w/hollow ends



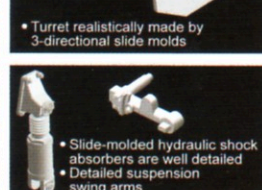
- Toolbox w/padlock produced by slide mold



- One-piece slide-molded lower hull w/exquisite detail
- Lower hull sides come w/full detail
- Fully detailed weld seams on hull bottom



- Slide-molded torsion bars included



- Slide-molded hydraulic shock absorbers are well detailed
- Detailed suspension swing arms



- Injection-molded on-vehicle tools have clasp detail



- 38cm Magic Tracks

D6632

Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG

See the full Dragon range at www.hobbyco.net

Dragon models are available from all good model shops

www.hobbyco.net